



## ***Environmental Planning Commission***

***Agenda Number: 2  
Project Number: 1008085  
Case #: 09EPC-40067  
March 4, 2010***

### ***Supplemental Staff Report***

<b><i>Agent</i></b>	COA, Planning Department
<b><i>Applicant</i></b>	City of Albuquerque
<b><i>Request</i></b>	<b>Recommended Adoption of East Gateway Sector Development Plan</b>
<b><i>Legal Description</i></b>	See attached map
<b><i>Location</i></b>	Area boundaries include properties abutting the western side of Wyoming Boulevard on the west, Copper Avenue from Wyoming to Eubank Boulevards and Interstate Highway 40 from Eubank Boulevard to the Eastern municipal limit boundary on the north, and municipal limit boundaries and Kirtland Air Force Base boundaries on the east and south
<b><i>Size</i></b>	Approximately 4,267 acres
<b><i>Existing Zoning</i></b>	Various zoning
<b><i>Proposed Zoning</i></b>	<p>New land use zones: SU-2/EG-CAC Community Activity Center Zone, SU-2/EG-NAC Neighborhood Activity Center Zone, SU-2/EG-C Corridor Zone, and SU-2/EG-C2 Community Commercial Zone, and rezoning to SU-1 for Major Public Open Space for City owned major public open space and R-2 for potential park expansion or housing near I-40.</p> <p>Building types and lot treatments are associated with the proposed SU-2 zones.</p> <p>General Design Regulations are associated to various degrees with all properties within a General Design Regulation boundary.</p> <p>Many properties within Sector Development Plan boundaries have no sector plan zoning proposals or design regulations applicable to them.</p>

### ***Staff Recommendation***

***That a recommendation of APPROVAL of 09EPC-40067 be forwarded to the City Council, based on the findings starting on page 31 and subject to the conditions starting on page 37.***

***Staff Planner***

***Paula Donahue, Senior Planner***

### ***Summary of Analysis***

This second EPC hearing for the East Gateway Sector Development Plan is a continuance from January 14, 2010.

The Plan's purpose is to enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation. The Plan recommends policies, programs, and public improvements throughout the East Gateway area, but emphasizes public projects and new land use and design regulations to improve area function and appearance along Central Avenue and Wyoming, Eubank, and Juan Tabo Boulevards. The Plan also establishes new zoning and design regulations to ensure compatible development on currently C-2 zoned properties located inside residential neighborhoods. The Plan also establishes SU-1 for Major Public Open Space zoning for open space properties already owned by the City and R-2 zoning to allow residential development or park expansion for a currently C-3 zoned New Mexico Department of Transportation owned parcel located between a neighborhood park and Interstate 40 in a neighborhood with R-2 zoning nearby.

Since the January 14, 2010 hearing Planning staff has discussed comments concerning improving regulations to ensure enforceability of Chapter 5 – Land Regulations with City Code Enforcement, has received and discussed comments concerning Transportation provisions in Chapters 4 and 6 with the Department of Municipal Development, and has met with or exchanged email concerning all parts of the Plan draft with several individual EPC commissioners. Planning Staff also received written comments from two East Gateway residents who spoke at the January 14 EPC hearing. Based on all input since the last hearing, this staff report discusses the proposals received and offers proposed Plan amendments in the form of Conditions of Approval.

The Planning Department requests that the Environmental Planning Commission (EPC) recommend to City Council approval of the East Gateway Sector Development Plan.

**This supplemental staff report should be read in conjunction with the January 14, 2010 staff report.**

City Departments and other interested agencies reviewed this application from 12/7/09 to 1/29/10. Agency comments received from the Department of Municipal Development (DMD) after the January 14, 2010 EPC hearing were used in the preparation of this report and begin on page 54.

## **BACKGROUND**

An EPC hearing to consider the East Gateway Sector Development Plan took place January 14, 2010. EPC voted to continue the hearing March 4, 2010. At the January hearing Planning staff and Planning consultant briefly presented information about plan area boundaries, existing conditions, Resolution R-06-18 that initiated the plan, plan purpose, plan conformance with higher ranking plans, plan goals, public participation during the planning process, and plan contents. Planning staff asked for a continuance to review Code Enforcement comments and to allow the Department of Municipal Development more time to comment on the Plan. Public comments were taken and commissioners expressed some initial comments.

Since the January hearing, Planning Department staff met with Code Enforcement and Department of Municipal Development staff to discuss their comments. Planning staff also met individually with two EPC commissioners and had individual email exchanges with two other EPC commissioners. Two sets of comments that were received from plan area residents are attached to this Supplemental Staff report.

In this staff report general comments are presented first and specific comments are presented chapter by chapter. Planning staff responses in bold italic print follow each set of related comments. Staff also met with City Legal staff regarding State Statutes concerning granting variances and how Sector Plans and the Zoning Code need to reflect State law. Staff Report findings from the January 14, 2010 Staff Report have been revised to consolidate some language.

## **CORRECTION TO JANUARY 14, 2010 STAFF REPORT**

Page 19 – Resolution 270-1980 (Policies for Zone Map Change Application)

Argument C for Resolution 270-1980 was inadvertently omitted. The following text in bold italicized font should be the new “C.” under Resolution 270-1980. The Staff Report’s arguments C-I should now be lettered D-J. Resolution 270-1980 C. states:

“C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto including privately developed area plan which have been adopted by the City.”

***The Sector Plan furthers applicable goals and policies of the Comprehensive Plan and promotes a better-served community. The proposed zoning and recommended policies and projects in the Sector Plan further Comprehensive Plan policies concerning Open Space Networks, Developing and Established Urban Areas, Activity Centers, Air Quality, Archaeological Resources, Developed Landscape, Community Identity and Urban Design, Energy Management, Transportation and Transit, Housing, Economic Development, and Education as described on pages 8 – 17 of the January 14, 2010 Staff Report.***

## **CONCERNS OF REVIEWING AGENCIES AND EPC COMMISSIONERS**

This section combines comments from EPC Commissioners and Reviewing Agencies because many of them overlap. The following pages discuss recommended Sector Plan draft amendments offered

by and discussed with City Code Enforcement, City DMD Transportation and four individual Planning Commissioners. Agency comments other than those from Code Enforcement that were received before the January 14, 2010 are discussed in the attached January 14, 2010 staff report. The following comments and staff responses are organized by Plan chapter, page and section. Comments are in standard text followed by Planning staff responses in ***bold italic font***.

#### **General Comment**

Some commissioners recommended that a glossary be added for terms that may not be in the Zoning Code or considered common English usage.

***A glossary of terms found included in Chapters 5 and 6 to include “temporary shade structure”, “repair”, “remodeling”, “traffic calming”, “bicycle boulevard”, and other terms will be added to the Plan.***

#### **Chapter 1 – Introduction**

Page 1-1 Some commissioners recommended the following additions to the Plan introduction:  
Mention the District 9 Councilor by name.

***That is not standard practice. His name is listed on the inside cover.***

Mention in the first paragraph that a Metropolitan Redevelopment Plan will follow the Sector Development Plan.

***A sentence will be added to indicate that the Sector Development Plan provides the regulatory framework for a Metropolitan Redevelopment Plan that will propose specific projects.***

#### **Chapter 2 – Community Goals**

Page 2-1 A commissioner recommended using the format in the Northwest Mesa Escarpment Plan to discuss Sector Plan goals.

***The Northwest Mesa Escarpment Plan is a Rank II Plan. Rank II plans are required to demonstrate how they fulfill Rank I (City of Albuquerque/Bernalillo County Comprehensive Plan) goals. This can also be done to a lesser extent in Rank III Sector Plans. Detailed explanation is usually contained in a staff report. Chapter 2 of the East Gateway Sector Development Plan is intended to reflect the goals of the East Gateway community. Planning Staff can amend Chapter 2 to generally show how community goals mesh with Comprehensive Plan Goals.***

Page 2-1 through 2-3

A commissioner recommended that the generalized actions found in the Plan that fulfill the goals be more specific.

Actions under 2.2.6 to support stable neighborhoods and transform others are considered lacking, but some commissioners suggest they be removed from the Plan.

***This section can cite specific recommended actions found in the implementation section of the Plan.***

*The Plan will continue to include recommendations to enforce housing and zoning codes without a timeframe attached.*

**Chapter 3 – Area History**

No comments.

**Chapter 4 – Area Character and Conditions**

Page 4-1 A commissioner suggested that in section 4.1 Location and Natural Features, the Plan say something about how East Gateway's elevation provides great views to the east and west.  
*A sentence describing views will be added in paragraph one.*

Page 4-7 A commissioner suggested adding a pie chart to show acreage by Land Use Type  
*A pie chart will be added.*

Page 4-15 A commissioner suggested updating the last sentence "The Trust for Public Lands purchase option on the property will expire at the end of 2009, making the funding commitment a pressing issue."  
*This sentence will be updated if possible or removed.*

Page 4-19 A commissioner suggested that using the term "homeless people" was too broad and that most of the homeless people in East Gateway are chronically homeless or transient and not families or individuals in transition.  
*This subtitle could be amended to say "Homelessness". Planning staff is uncertain about the makeup of people who are homeless in the East Gateway area. According to police, some of the chronically homeless people in the area have mental illnesses. We didn't collect sufficient information about people who are homeless to determine who they are. Some developers have expressed interest in providing transitional housing on Central Avenue for people who are homeless. The Plan allows this type of housing.*

Page 4-20 A commissioner suggested removing information about crimes or comparing it with other parts of the City.  
*Crime prevention and improvement is very important to the community. Perhaps a comparison with other parts of the City would suffice.*

Page 4-24 A commissioner suggested that in Section 4.6 Transportation Networks, a sentence be added to indicate that streets that effectively serve all modes of transportation lead to whole communities.  
*A sentence will be added to say something about how land uses, street design and site development design all combine to transform a place into a whole community.*

Page 4-25 – Section 4.6.2 – Traffic Circulation - The Traffic Engineering Division of DMD commented that current traffic congestion will increase with a reduction in lanes to accommodate the proposed spot medians.

*The Engineering Division of DMD is managing the Central Avenue spot median project from Eubank to Tramway. They have not indicated that traffic flow will change with the addition of spot medians at key locations in the center turning lane.*

Page 4-28 The Major North/South Streets - A commissioner suggested that Four Hills Road be added to the descriptions of Major North/South Streets  
*Four Hills Road is not a major street.*

Pages 4-28 and 4-29 - Section 4.6.3 Cycling Network – DMD requested that the existing bicycle corridor designation on Central Avenue, Eubank Boulevard and Elizabeth Streets be mentioned in the paragraph on page 4-28 under 4.6.3 and be illustrated in Figure 4.dd. 2009 Bicycle Network.  
*Both of these revisions will be done.*

Page 4-33 – Section 4.8 Street Lighting – DMD requests that discussions concerning how street lighting deters crime be removed.  
*This Plan discussion is the result of discussions with both DMD and APD. Street lighting is inadequate for street lighting by DMD standards. Its absence also creates a danger for pedestrians. Their movement requires safety from conflicts with motorized vehicles and safety from crime. To successfully serve pedestrians their entire environment needs to be taken into consideration. Multi-modal street design is the responsibility of the City.*

Page 4-34 A commissioner recommended inserting an analysis of consistency between this Plan and Rank I and Rank II plans for the area and a description of whole streets and whole communities.  
*Perhaps a short Plan section containing an analysis of Plan consistency with applicable higher-ranking plans and a description of whole streets and whole communities can be added to the Plan in Chapter 2 instead of here.*

## **Chapter 5 – The Plan – Land Regulations**

### **Comments from Commissioners and City Code Enforcement**

A commissioner recommended that the Sector Plan explain why it does not use the Form Based Zones already in the Zoning Code.

*A Sector Development Plan containing zone changes is required to clearly explain why it includes the zoning approach and categories it does use. It is not required to discuss the zoning approach it does not use.*

*The form-based zones of the City Zoning Code were investigated. None provided a good fit for the plan area. The TOD-COM and MX zones were possibilities, but required considerable amendment to fit in this suburban context.*

*Instead, standard Zoning Code zones were used and amended to set up permissive and conditional uses that would meet community goals. Unlike Zoning Code form-based*

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*zones that tie lot standards to zoning categories, this Sector Plan ties lot standards to specific building and lot types. This allows some variation along the street.*

Page 5-1 Section 5.1 Introduction

A commissioner pointed out a typo referring to a map section and recommended that reference to dual zoning for SU-1 zoned properties be removed.

***The fourth paragraph will be removed and rewritten as follows: “Most properties with residential, light manufacturing or heavy commercial zoning established before the adoption of this Plan are not rezoned by this Plan. “(See Existing Zoning Map in Section 4.5 and East Gateway Zoning Maps on pages 5-12 through 5-22.)”***

Page 5-2 - Section 5.2 .4. Navigating the Zoning Regulations – A commissioner suggested the following amendment:

***These additional sentences will be added.***

***“If your development proposal meets the thresholds for the development compliance triggers in Section 5.3.1 of this Plan chapter and if your property is zoned SU-2/EG-CAC, SU-2/EG-NAC, SU-2/EG-C, or SU-2/EG-C-2 or retains the zone established before Plan adoption, but is within the General Design Regulation boundary, then go to Section 5.6 to determine the design regulations for site, building and/or public right-of-way that apply to your property. If your property is not within the General Design Regulation boundary, then Chapter 5 of this Plan does not apply.”***

The Code Enforcement Division and Commissioners pointed out small, but important corrections needed for all the zoning maps on pages 5-1 through 5-6. They are explained below.

Page 5-2 Figure 5.a. East Gateway Plan Zoning Map

***The legend of the East Gateway Zoning map will be corrected to say “SU-1 for Major Public Open Space” instead of “Zone Change”.***

***The Plan’s recommended zone change from C-3 to R-2 to a small NMDOT parcel will be shown with a label and arrow.***

***New patterns and shading will be selected to avoid confusion between the SU-2/EG-NAC zone and SU-1 for Major Public Open Space.***

Page 5-3 Figure 5.b East Gateway Plan Zoning Map (Wyoming Boulevard – Eubank Boulevard)

***The legend pattern and title “Zone Changes” will be removed.***

Page 5-4 Figure 5.c. East Gateway Plan Zoning Map (Eubank Boulevard – Juan Tabo Boulevard)

***The legend will be corrected to say “R-2 Zone” instead of “Zone Change”. The word “Corridor” will be correctly spelled on the tract of land located on the NE corner of Southern and Eubank.***

Page 5-7 Section 5.3.1 A.2. A commissioner suggested that it be reworded to say “Building additions of 15% or more of existing building gross square footage.”

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*Code Enforcement understands it to be gross square footage unless stated otherwise, but this would improve clarity for the general reader.*

Section 5.3.1 B.2 Reword to say “ Repairs, remodeling and maintenance of existing structures and/or buildings including additions less than 15% of gross square footage.”  
*This additional language adds clarity.*

Page 5-8 5.3.2 Development Approval Process Chart

*The following changes will address both Commissioner and Code Enforcement recommendations:*

*1) Amend Administrative Review and Approval Development Type to read:*

*Site 5 acres or greater ~~including site with SU-1 Zoning that does not meet the thresholds for EPC review in 14-16-2-22 of the City Zoning Code, but excepting a Large Retail Facility as defined in the City Zoning Code.~~*

*2) Amend ZHE Development Type to add to “Conditional Use”, “Development that deviates from dimensional Building and Lot Standards in Section 5.5 of this Chapter”*

*3) Amend EPC Development Type as follows:*

*Change third bullet ~~“Not a Permissive Use”~~ to read “Zone Change Request”.*

*Remove fourth bullet ~~“Development that deviates 10% or more from dimensional Building and Lot Standards in Section 5.5 of this Chapter.”~~*

Page 5-9 5.3.3 Requests to Deviate from Sector Development Plan Building and Lot Standards...”

*The following changes address both Commissioner and Code Enforcement concerns about allowing Administrative Review or EPC hearings rather than ZHE hearings concerning variances. Planning Department Legal counsel agrees that according to case law and New Mexico Statutes, ZHE should be the hearing body. This section should be removed as written and replaced with the following language:*

*5.3.3 “Requests for Variances from Sector Development Plan Building and Lot Standards in Section 5.5 and 5.6 of this Plan Chapter*

*The building and lot standards in Section 5.5 and 5.6 of this chapter are specific and prescriptive to provide certainty for applicants, neighborhoods and City development reviewers. It is not the intent of these regulations to ignore unusual site conditions. The Zoning Hearing Examiner will hear requests for deviations from dimensional regulations.”*

Page 5-9 A commissioner suggested that Section 5.4 SU-2 Zoning Districts start on its own page, but continue to maintain the layout that places zoning maps on the page facing the text describing it.

*Section 5.4 will be started on its own page.*



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*A sentence will be added after the last sentence of the first paragraph in Section 5.4.:  
“General regulations apply to properties zoned in Section 5.4 of this Plan.”*

1<sup>st</sup> paragraph, last sentence reword to say: ***“General regulations for site, building and public right-of-way are located in Section 5.6 of this chapter and also apply to properties zoned in section 5.4 of this Plan.”***  
***This sentence will be amended.***

Section 5.4 – boxed information about SU-1 zoned property.  
A commissioner suggested that the word “EXCEPTION:” introduce the information in the box. City Code Enforcement recommends that the boxed information be removed and that dual zoning not be an option for SU-1 zoned properties, but rather that properties with existing SU-1 site plans located within areas rezoned with new SU-2 zoning by this Plan would also be designated the new SU-2 zoning designation. SU-1 developments that do not conform with new SU-2 regulations would be considered legally non-conforming. Development Compliance Triggers on page 5-7 would apply.  
***The boxed information will be removed and dual zoning will not be an option.***

Pages 5-10, 5-13, 5-16 and 5-20 Section 5.4.1, 5.4.2, 5.4.3, and 5.4.4 Permissive Uses for the four proposed zones  
Both Commissioners and City Code Enforcement recommended that separate lists be created for permitted and prohibited uses.  
***Each SU-2 Zone will have the following sections: Permissive Uses including permissive exceptions to zones listed in the Zoning Code, Prohibited Uses, and Conditional Uses.***

A commissioner expressed concern about townhouses and apartments having a 300 foot minimum living space.  
***The 300-foot minimum living space requirement applies only to live-work spaces in the form of an individual unit, building or multiple buildings. The live-work use is primarily commercial, but allows a proprietor or craftsperson to live on site. The use is associated with Live-Work building lots only. It does not apply to any other building type or building use proposed for the plan area***

Pages 5-10 Section 5.4.1 and 5-13 Section 5.4.2 Zone Intent  
Commissioners recommended that the section in the Comprehensive Plan that describes Community Activity Centers and Neighborhood Activity Centers be cited.  
***Citations references from the Comprehensive Plan will be included.***

Pages 5-10 and 5-11 Section 5.4.1 SU-2/EG-CAC Permissive Uses  
A Commissioner recommended the following: Amend as follows: “~~1.a. Antennas are not allowed;~~” “1.c. “Gasoline, oil, liquefied petroleum gas- or other liquid vehicle fuel sales are not allowed.”, and “~~1.i. Wireless Telecommunications Facility is allowed only if it is~~

attached to a building and does not exceed building height.” Another commissioner asked why signs are less restrictive than Form Based Zoning in the Zoning Code. Other amendments will respond to comments from Code Enforcement.

***Signs are less restrictive than in the Form Based Zoning in the Zoning Code, but more restrictive than those in the C-2 Zone that now regulates the area. This Plan attempts to strike a balance between what is there and regulations that improve the area without being overly restrictive.***

***Delete 1.a. antennas from prohibited list, change 1.c. as indicated above, but continue to limit Telecommunications facilities in 1.i. by requiring them to be attached to a building. The rationale for prohibiting large freestanding objects that are not a part of a pedestrian oriented urban mixture of uses is that community activity centers are intended to be designed so that a person can effortlessly walk from one location to another within it and that the majority of the land is used for pedestrian destination. See wording suggested for page 5-13.***

***Because they are already allowed in the Zoning Code, eliminate wording referring to neon signs in 1.e.***

***Amend the second bullet under 3.b. as follows “Books, magazines, newspapers, stationery, excepting ~~adult bookstore~~ Adult Store and Adult Amusement Establishment.”***

***Amend 3.d. to refer to Uniform Fire Code, Uniform Building code and Uniform Housing Code for controlling arts and crafts and manufacturing businesses.***

***Replace 3.g. with the following enforceable language: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”***

***Add 5. Religious Institution.***

***Add a new section “CONDITIONAL USES” and indicate that no conditional uses are listed.***

Pages 5-12, 5-15, 5-18, 5-19 and 5-22 - Detailed Proposed and Existing Zoning Maps  
Both Code Enforcement and commissioners asked that maps legibility be improved.  
***Lines will be added to indicate street locations.***

Page 5-12 A commissioner asked that SU-1 PDA, a zone on the existing zoning map for the area proposed for SU-2/EG-CAC be defined in this Plan.  
***PDA is a planned development area defined under Section 14-16-2-22(B)(24) Special Use Zone in the Zoning Code.***

Pages 5-13 and 5-14 Section 5.4.2 SU-2/EG-NAC Permissive Uses

A commissioner recommended the following amendments: “~~1.a. Antennas are not allowed~~”, “~~1.d. Auto parts and supplies are not allowed.~~”, “e. Gasoline, oil, liquefied petroleum gas, or other liquid vehicle fuel sales are not allowed, and “h. Wireless Telecommunications Facility is allowed only if it is attached to a building, ~~does not exceed building height and is concealed.~~” Add “5. Religious Institution” as a permissive use. Another commissioner asked why sign regulations are less restrictive than the Zoning Code’s Form-Based Zones. Other amendments will respond to comments from Code Enforcement.

*Signs are less restrictive than in the Form Based Zoning in the Zoning Code, but more restrictive than those in the C-2 Zone that now regulates the area. This Plan attempts to strike a balance between what is there and regulations that improve the area without being overly restrictive.*

*1.a. Antennas and 1.d. Auto parts and supplies will be removed from the prohibited list. 1.e will be amended as indicated above, 1.f. will be amended to specify a maximum height of 15 feet or the top of the first floor, whichever is lower instead of referring to a first floor only, and 1.h. will be amended as indicated above.*

*Amend the second bullet under 3.b. as follows “Books, magazines, newspapers, stationery, excepting ~~adult bookstore~~ Adult Store and Adult Amusement Establishment.”*

*Amend 3.d. to refer to Uniform Fire Code, Uniform Building code and Uniform Housing Code for controlling arts and crafts and manufacturing businesses.*

*Replace 3.g. with the following enforceable language: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”*

*Add “5. Religious Institution”.*

*Add a new section “CONDITIONAL USES” and indicate that no conditional uses are listed.*

Pages 5-16 and 5-17 Section 5.4.3 SU-2/EG-C Permissive Uses

A commissioner recommended the following amendments: “~~1.a. Antennas are not allowed.~~” Insert a new 1.b. to prohibit drive-in and drive up services excepting banks and pharmacies, d. ~~Wireless Telecommunication Facility is allowed only if it is attached to a building, does not exceed building height and is concealed~~”. Another commissioner recommended that 5. Manufacturing, assembling... emphasize that only these permissive

M-1 zone uses are allowed. Other amendments respond to comments from Code Enforcement.

*1.a. Antennas will be removed from the prohibited list.*

*Prohibiting drive-in and drive up services is not considered necessary along the corridor, particularly since the SU-2/EG- C (Corridor) Zone is intended to allow a variety of uses that provide regional and community services. Instead, the Sector Plan controls ingress, egress and design of drive-up and drive-in sites in Plan Section 5.6.*

*1.c Signs will be amended to specify a maximum height of 15 feet or the top of the first floor, whichever is lower instead of referring to a first floor only.*

*See suggestion for page 5-13 for Wireless Telecommunications Facility.*

*Amend the second bullet under 3.b. as follows “Books, magazines, newspapers, stationery, excepting ~~adult bookstore~~ Adult Store and Adult Amusement Establishment.”*

*Amend 3.d. to refer to Uniform Fire Code, Uniform Building code and Uniform Housing Code for controlling arts and crafts and manufacturing businesses.*

*Replace 3.g. with the following enforceable language: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”*

*Amend 5. as follows: “Only manufacturing, assembling, treating, repairing, or rebuilding articles permissive in the M-1 zone, provided:...”*

*Add a new section “CONDITIONAL USES” and indicate that no conditional uses are listed.*

Pages 5-20 and 5-21 - Section 5.4.4 SU-2/EG-C-2 Permissive Uses

A commissioner recommended amending 1.h. concerning Wireless Telecommunications Facility. Another recommended putting “taxidermy” on the prohibited list. Other amendments respond to comments from Code Enforcement.

*Taxidermy will be placed on a list of prohibited uses.*

*1.f Signs - will be amended to specify a maximum height of 15 feet or the top of the first floor, whichever is lower instead of referring to a first floor only.*

*Amend 1.h. Wireless Telecommunications Facility as suggested for page 5-13.*

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*Amend the second bullet under 3.b. as follows “Books, magazines, newspapers, stationery, excepting ~~adult bookstore~~ Adult Store and Adult Amusement Establishment.”*

*Amend 3.d to refer to Uniform Fire Code, Uniform Building code and Uniform Housing Code for controlling arts and crafts and manufacturing businesses.*

*Replace 3.g. with the following enforceable language: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”*

Page 5-23 Section 5.5 Building Types

A commissioner commented that form based zoning only works for larger properties and assembled lots and would not work for small individual lots.

*Most of the building and lot types would work on a small individual lot. Both rear yard and side yard parking and driveway entrances from the street are allowed.*

*Most properties abutting arterial streets consist of large lots or several lots that offer a considerable amount of flexibility for development or redevelopment. Many properties could have rear entry for parking since they back onto streets, alleys, or alley easements at the rear.*

A commissioner commented that minimum building setbacks would not allow landscaping to offer green relief to the streets from ugly large blank buildings.

*Plan Section 5.5 establishes minimum and maximum building setback distances, building façade types and front yard treatment for eleven building lot types. Building Lot Types on pages 5-24 through 5-34 allow variability for front yard building setbacks. None require a “0” setback although some allow “0” setback as a minimum. These requirements are used in combination with Section 5.6 that requires windows, doors, building articulation and storefront treatment for buildings on lots abutting the public right-of-way. Public right-of-way regulations from Central Avenue on page 5-50 include a minimum landscaped strip of 7 feet wide between a wide sidewalk and the curb. All of these elements are intended to work together to provide an interesting street.*

A commissioner recommended that a note indicating that the regulations in Section 5.6 also apply to these building types and building lot types be added.

*This note will be added.*

*The second sentence will be amended as follows: “The following pages provide details of each building type ~~and building uses~~ Lot requirements, Building Lot Coverage, Building Height and Size, On-Site Parking Locations, Building Front Façade Types and Front yard requirements associated with them.”*

Pages 5-24 – 5-34 – Charts of Building and Lot Standards

Code Enforcement pointed out that the charts should not mix use recommendations and building and lot requirements.

***Recommended building uses will be removed from the charts, but remain in the general descriptions above the charts.***

Pages 5-24 – 5-34 Illustrations of building lot types

Both commissioners and Code Enforcement asked that drawings be amended to reflect the measurements on the charts or to eliminate drawings. They made several recommendations concerning the charts for all building types.

***Planning staff recommends that the existing drawings be removed and be replaced with very simple, well-labeled drawings that illustrate some, but not all information on the accompanying chart. The drawings would be clearly marked to indicate that they are just examples that do not fully illustrate all the information on the chart.***

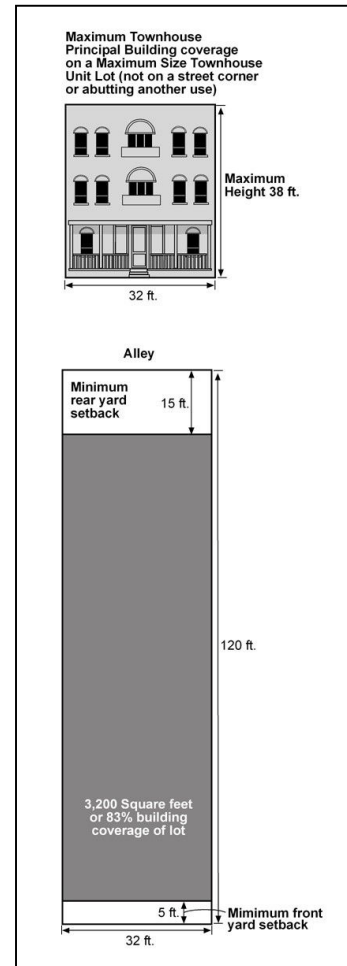
***Here is an example of the style that could be used.***

Pages 5-24 – 5-34 – Note concerning Front Building Facades

***A note will be added to all building and lot standard charts under “Front Building Façade and Front Yard Type” to indicate that if a lot is abutting Central Avenue and another street, the front building façade and front yard should face Central Avenue.***

Pages 5-25- 5-34 - Parking Location for all lot types excepting Townhouse Lot

***To clearly indicate where parking is allowed, replace existing requirement with the following requirement: “In rear yard or side yard. Courtyards may not be used to park motorized vehicles.”***



Pages 5-25, 5-26, and 5-27 - Charts with regulations for various apartment building and lot types

Coalesce several apartment building types and describe the range of measurements. ***Apartment House Lot, Courtyard Apartment Lot, and Apartment Building Lot will be combined into one chart that provides a range of lot and building sizes, setbacks, and front building façade and front yard treatments appropriate to all of them.***

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Pages 5-24, 5-25, and 5-29 - Townhouse Lot, Apartment House Lot, Live Work Building Lot  
Accessory structures should be smaller buildings than the principal building.  
***Maximum accessory building heights will be reduced to 18 feet for all building type lots with principal buildings required to be a minimum height of 26 feet.***

Page 23 – Townhouse Lot

***To clearly allow attached townhouse units, remove and replace language for “Minimum Side Yard Setback from shared lot line” to say: “None except 10 feet between residential buildings and 10 feet from a lot with another use.”***

***Amend Maximum Accessory Building Footprint to indicate that the square footage is the total for all accessory buildings, not each one.***

Page 5-26 and page 5-27 - Courtyard Apartment Lot and Apartment Building Lot

***Maximum side yard setback from property line abutting street right-of-way should be “10 feet”.***

Page 5-28 – Apartment Complex Lot

***Under Front Building Façade and Front Yard Type indicate that “Front Building Facades shall face streets, not including alleys, and may also face common yards.”***

Page 5-29 – Live/Work Building Lot

***Amend Front Building Façade and Front Yard Type as follows: “Store front ~~and~~ with Awning***

A commissioner expressed concern about the minimum requirement of 80 square feet of useable open space per unit.

***80 square feet allows an 8x10 foot balcony or patio or the ability to combine the 80 square foot requirement of several units into a joint open space area on site.***

Page 5-30 Mixed-Use Building Lot Standards

A commissioner recommended the following: Reduce minimum building front façade lot width coverage to 50% to allow side yard parking. Add forecourt and stoop as front building façade and front yard types.

***The minimum building front façade lot width coverage will be reduced to 50%.  
Stoops are not appropriate for this building type. This building type is intended for nonresidential activity and unimpeded public access on the ground floor.***

Page 5-31 Commercial Building Lot

A commissioner recommended the following amendments:

“A Commercial Building lot is located in a ~~retail non-residential~~ complex and is designed to accommodate ~~single use~~ office or retail ~~buildings~~ uses.

Change maximum lot coverage from 60 to 85 %.

Change maximum building height from 26 feet to 65 feet if it is located a minimum of 85 feet from a lot zoned residential

***These amendments will be made.***

Page 5-32 Liner Building Lot

***The minimum lot coverage will be added to say “No requirement”***

Page 5-33 Institutional or Civic Building Lot

A commissioner recommends amending the chart as follows:

Change Maximum Front Yard Setback from “no requirements” to 10 feet.

***East Gateway church property owners indicated that they wanted more flexibility for parking location. The ten-foot setback would be appropriate for properties abutting Central Avenue, but may not be necessary in the SU-2/EG-C-2 zone. Perhaps the chart could be amended to apply the 10-foot setback only to properties abutting arterial streets.***

Change minimum building front façade lot width coverage from “no requirement” to 50%.

***This amendment can be made, but only for properties abutting arterial streets.***

Change maximum building height from “50 feet” to 65 feet.

***This can be done.***

Page 5-34 Industrial Building Lot

A commissioner recommended amending the chart as follows:

Change minimum front yard setback from 10’ to no requirement.

***The minimum 10-foot setback is included for landscaping between the building and the front property line.***

Change minimum building front facade lot width coverage from “no requirement” to 50%.

***The removal of minimum front façade coverage will be added, but only for properties abutting arterial streets.***

Page 5-36 and 5-37

A commissioner recommended that the drawings for Building Front Facades facing the Public Right-of-way be removed. Code Enforcement recommends removing them if they are recommended or improving descriptions if they are required.

***The Plan offers a variety of building front facades and front yards appropriate to each building type. Choosing and using one is intended as a requirement.***

***If these drawings and written descriptions do not help explain building façade and front yard types, then they can be removed entirely, the illustrations can be replaced by other illustrations, or can be described in writing only. The illustrations are not intended to be regulatory. They are intended to provide examples.***



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*The following Code Enforcement amendments will be made:*

*Under each Building Front Façade Type, remove “Recommended” and replace with “Appropriate for”.*

*Add “Industrial Buildings” to the lists of buildings found under the descriptions for Forecourt, Storefront with Awning, Gallery, and Arcade.*

*Amend as follows:*

- 1. Common Yard... – “~~2) Deeper~~ Maximum building setback distance to provide a buffer from traffic on arterial or collector streets.”*
- 2. Porch & Short Wall or Fence... – “Consists of 1) ~~A short~~ an 18 –36 foot high wall or fence...”*
- 3. Forecourt - To indicate the allowable tree heights over sidewalks and the street, refer to Ordinance 6-6-2-5(F) City of Albuquerque Street Tree regulations – 7 feet clearance over a sidewalk and 14 feet clearance over a street.*
- 4. Stoop – Remove “~~2) Building first story elevated above the sidewalk to ensure window privacy,~~”*
- 5. Storefront with Awning - ... “3) Substantial glazing on the first story as indicated in Section 5.6.14 of this Plan.”*

*5., 6., and 7. Storefront with Awning, Gallery, and Arcade - Remove the drawings indicating that these building types overhang the right-of-way. At the end of each description add the following sentence: “A City encroachment agreement is required to extend any portion of a building into the public right-of- way.”*

*Add the same note to the building types required to have these front building facades: Live/Work, Mixed-Use, Commercial, Liner Building, and Industrial on pages 5-29 through 5-34.*

Pages 5-38 – 5-50 – Section 5.6 General Design Regulations

Both commissioners and Code Enforcement found the illustrations in this section different than the written regulations.

*Remove all existing illustrations in section 5.6. Replace with other illustrations, but indicate that they are non-regulatory examples.*

Page 5-38 Section 5.6 General Design Regulations - Code Enforcement recommended a better numbering system for the regulations.

*Assign a letter to all sections and renumber all regulations in Section 5.6 as indicated in the following example:*

*5.6.1 “A. For all East Gateway Properties abutting Central Avenue:*

*A-1. New Central Avenue curb cuts...”*

A commissioner recommended that the names of Plan area arterial streets be added wherever the plan says “for all East Gateway Properties abutting Arterial Streets...” in this section or just once in a note on page 5-38.

***The names of the arterial streets will be added in a note on page 5-38.***

A commissioner recommended that 5.6.1.A be amended to indicate that the number of curb cuts for driveways is limited to the number that now exist on properties within the East Gateway plan area abutting Central Avenue, but that driveways can be replaced.

***Replace 5.6.1A with the following amended regulation: “New Central Avenue curb cuts shall be approved only for new intersecting streets necessary to create shorter blocks or to replace existing driveways. Subject to approval by the City Engineer or his designee, new driveways can be built in a different location on a property, but shall not cause the number of driveways to that property to increase. Replaced driveways shall be closed and rebuilt with sidewalk, landscaping area and standup curb.”***

A commissioner suggested that Section 5.6.1.C be amended as follows: “For ~~blocks~~ new development with street frontage longer than 500 feet, intersecting Pedestrian Access Routes (as described in the Development Process Manual) shall be built to allow pedestrian and bicycle access a maximum linear distance of every 500 feet. Alleys and Pedestrian Access Routes are not considered block termini.”

***The original language is meant to improve the overall street network when opportunities are present with redevelopment or new development. The regulation could be amended as follows: “For new development with a minimum of 300 feet of street frontage on blocks longer than 600 feet, intersecting pedestrian Access Routes...”***

Code Enforcement suggested the following language:

***Amend 5.6.1.D. Rear yards shall not face a public or private street excepting alleys, trail, park, green or square.***

Page 5-38 – 5.6.1.E Both commissioners and Code Enforcement found the regulations concerning the relative size of non-residential buildings abutting or across the street from residential buildings unenforceable as written.

***5.6.1.E.1. will be replaced with the following regulation: “New buildings shall be a maximum of 100 feet wide.”***

***5.6.1.E.2. will be replaced with the following regulation: “The space separating each new building shall be a minimum of 25 feet.***

***5.6.1.E.3. will be amended as follows: “Only the same or similar building types shall be located across public or private right-of-way excepting alleys from each other...”***

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*A note will be inserted under the charts on pages 5-24 – 5-34 referring to this set of regulations as an exception to maximum lot coverage allowed and is required only when single-family housing or zoning is adjacent.*

Page 5-39 – 5.6.1.F.1. Code Enforcement indicated that this measurement is inconsistent with the amount allowed for a liner building lot and a Civic/Institutional building lot.

*5.6.1.F.1. will be amended as follows: “The entire site shall be planned and platted into maximum ~~125,000~~ 320,000 square foot blocks. Maximum block length is ~~500~~ 600 feet.”*

*A note will be added to Civic/Institutional Building referring to 5.6.1.f.1 so that lots do not exceed the maximum block size allowed.*

Section 5.6.1F.2.d. - Both commissioners and Code Enforcements indicated that this regulation would be difficult to enforce because light measurement is difficult to accomplish. A commissioner suggests that a regulation concerning Pedestrian scale lighting indicate the standard for light pole heights and distances apart.

*5.6.1.F.2.d will be replaced with a regulation that indicates pole heights and distances apart.*

5.6.1.G.1 – Code Enforcement required a measurement for pedestrian pathways.

*5.6.1.G.1 will be amended as follows: “All sites shall be designed with well-lit, 6-foot minimum pedestrian pathways...”*

Page 5-40 Section 5.6.2. Parking

Both commissioners and Code Enforcement found this section to be too vague or conflicting with other regulations in the Plan. Code indicated that screening and walkway widths are less than what is required by the Zoning Code, but a commissioner would like them reduced further.

*The required path width in the Zoning Code takes into account people with children and people with disabilities.*

*The regulations under 5.6.2 Parking will be amended as follows:*

*Delete 5.6.2.A.*

*Delete 5.6.2.B. and replace with “The maximum parking permitted shall be the minimum parking allowed in the Zoning Code per use, plus 10%.”*

*Amend 5.6.2.D “Parking shall be screened from the street, excepting an alley, by buildings or a combination of ~~3-foot~~ 18 – 36 inch high wall and ~~4-foot~~ 6-10 foot wide landscape strip.”*

5.6.3 – Parking Structure

*Amend 5.6.3.A. as follows: “Direct pedestrian access on 6-foot wide walkways shall be provided from parking structures to each adjacent street.”*

Page 5-41 Section 5.6.4.A Water Harvesting Areas – Both commissioners and Code Enforcement asked that this regulation be made more enforceable.

*Amend 5.6.4.A. as follows: “Water Harvesting Areas: Surface runoff including runoff from roofs shall be directed into depressed, water collection areas located in landscape areas. ~~The development applicant is required to demonstrate why exceptions may be necessary.~~*

Pages 5-41 and 5-42 - Section 5.6.5 Public Outdoor Space for East Gateway Properties abutting Central Avenue - A commissioner recommended that the Plan indicate that these regulations are in addition to the General Landscaping Regulations of the City’s Zoning Code, Section 14-16-3-10 and both commissioners and Code Enforcement ask that several regulations under 5.6.5.A. and 5.6.5.B. be written with more enforceable specifications.

*Amend 5.6.5 to include the sentence: “The following outdoor space regulations for properties abutting Central Avenue are in addition to the General Landscaping Regulations of the City’s Zoning Code, Section 14-16-3-10.*

*Amend 5.6.5.A.1. as follows: “All sites abutting Central Avenue shall provide a minimum 5% of the gross site as outdoor public space.”*

*Amend 5.6.5.A.2. as follows: “ The Landscaping Zone and the Walking Zone in the Pedestrian Realm, as described in the Street Design Section of these SU-2 General Regulations ~~may~~ are not eligible to be considered for meeting the outdoor public space requirement.”*

*Amend 5.6.5.A.4. as follows: “A minimum of ~~15%~~ 35% of the outdoor public space shall be shaded from the summer sun with trees and/or permanent or temporary shade structures.”*

*Replace 5.6.5.A.5. with the following regulation: “A minimum of one seat shall be provided for every 200 gross square feet of public outdoor space provided.”*

*Amend 5.6.5.A.6 as follows: “The use of gravel or crusher fines as ground cover is limited to a maximum of 5% of any public outdoor space. Crusher fine walkways are not considered ground cover.*

*Amend Section 5.6.5.B.1. as follows: “A Green is a public space....Building fronts face ~~all~~ at least three sides of a green.”*

*Amend 5.6.5.B.2. as follows: “A Square is a public space...and has building fronts facing ~~at~~ at least two of its sides.”*

Pages 5-42 and 5-43 Section 5.6.6 Fences and Walls

Several Commissioners and Code Enforcement suggested that this section be more clearly written or deleted to rely solely on Section 14-16-3-19 of the Zoning Code. A commissioner suggested that knee walls be required only to screen parking and service areas, but not public outdoor space.

*Remove and replace 5.6.6 1st.A. Fences and Walls –“Knee walls (walls 18-36 inches high) and a 10 foot-wide landscaping strip shall be located at the street-facing property line to define the property edge where parking or service areas are located. They are not required to define public outdoor space.”*

*Misprint – second A. under 5.6.6. Amend as follows “B. Freestanding walls and fences within 20 feet of the property line adjacent to a public right-of-way...”*

*Delete 5.6.6.B.,C., D., E., and F.*

*Remove illustration 5.p.*

Pages 5-43 and 5-44 - Section 5.6.7 Service, Loading and Outdoor Storage Screening

Several Commissioners suggested that this section be written more clearly.

*Remove 5.6.7.B.*

*Amend 5.6.7.D. as follows: Mechanical equipment located on a roof shall be screened from view ~~by parapet walls at least equal to the width and height of the equipment and shall be made of the same materials as the principal building.~~*

*Amend 5.6.7.E. as follows: “Service, loading and ~~emergency service~~ lanes shall be designed as part of site circulation and shall not use dedicated lanes that add impervious surface.”*

Page 5-44 Section 5.6.8. Lighting

A commissioner recommended that we refer to the “Night Sky Lighting” requirements.

*This Plan protects the night sky by referring to the City Zoning Ordinance Section 14-16-3-9 and introducing 5.6.8.A.1. “All on-site lighting shall be fully shielded to prevent fugitive light from encroaching onto adjacent properties.”*

*Amend 5.6.8.A.2 as follows: “Building mounted lighting shall be mounted between 7 feet and 15 feet above grade or no higher than 7 feet above the floor of a stoop or porch.”*

*Amend 5.6.8.A.3 as follows: “All lots abutting alleys shall provide exterior lighting fixtures...”*

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*Replace 5.6.8.A.4. with the following regulation: “Parking structures shall have a lighting plan that provides sufficient lighting to eliminate dark spaces within and immediately adjacent to the structure.”*

*Amend A.5. as follows: “No flashing, traveling, animated or intermittent lighting shall be ~~visible on the exterior of the building~~ used.”*

Pages 5-44 and 5-45 - Section 5.6.9 - Signage

A commissioner was concerned that signs be allowed on canopies and that it would conflict with the Sign regulations in the Zoning Code.

*Code Enforcement does not see a conflict since it is clearly written as an exception to Zoning Code Section 14-16-3-5.*

A commissioner was concerned that Sector Plan sign regulations may not be restrictive enough.

*In addition to adhering to the General Sign Regulations in the Zoning Code, signs are also required to comply with sign regulations specific to the four East Gateway SU-2 zoning categories. All four proposed zoning categories prohibit off-premise signs (billboards) and require that all on-premise signs be regulated as in the O-1 (Office) zone. The O-1 sign regulations are more restrictive in size and height than signs in the C-1 and C-2 zones.*

*Remove 5.6.9.A.3. ~~Signs advertising alcoholic beverages shall be located inside buildings and may not be greater than 4 square feet in area.~~*

*Amend 5.6.9.A.4 as follows: “Signage that is on a mixed use development property or abuts or is across the street or alley from property that is zoned for or developed with residential ~~housing~~ uses shall not be illuminated.”*

Pages 5-45 and 5-46 - Building Design - Several planning commissioners and City Code

Enforcement suggested changes to several subsections of this section to make it less restrictive and more enforceable.

*Delete all of subsections A, B, and C under 5.6.10 Building Materials and replace with the following regulation:*

*“A. A minimum of 75% of the building façade shall be made of primary building materials.*

*B. The following materials are prohibited as primary building materials: 1) standard unfinished or painted CMU block, 2) unfinished or painted corrugated sheet metal, and 3) wooden sheet material. Standard unfinished or painted CMU block and unfinished or painted corrugated sheet metal may be used as secondary materials or trim.”*

*Section 5.6.12 Building Articulation – Remove subsections A and B and replace with the following regulation:*

*“A. Building facades facing streets (not including alleys) or a public outdoor space as described in section 5.6.5 of this plan shall change in height, setback or material a minimum of every twenty five feet.”*

*Renumber subsection C. as B. and amend as follows: “C. 5.6.12.B.3 Multiple Entrances with entry treatments distinct from the building façade – recessed or protruding” and add “5.6.12.B.6. Multiple entrances for buildings with multiple first floor tenants.”*

*Figure 5.q will be removed.*

Page 5-46 Section 5.6.13 Building Orientation/Entrances – Several commissioners and Code Enforcement suggested amending this section. Some questioned why regulations were written for drive-in and drive-up businesses.

*Only the Community and Neighborhood Activity Center zones prohibit drive-in and drive-up businesses. The regulations in 5.6.13 control their design in the Corridor and Community Commercial zones.*

*Remove and replace Section 5.6.13. A. with the following regulation: “A primary accessible entrance for every building excepting courtyard buildings where primary entrances may face a central courtyard shall directly face a street (excepting an alley).”*

*Remove and replace Section 5.6.13.D.1. “Drive-up facilities (pick up windows, ordering panels, gas pumps) are screened from the public right-of-way (excepting alleys) and abutting lots by a masonry wall and landscaping. The wall shall be a maximum of 3 feet high on all sides where access is not needed.”*

*Amend Section 5.6.13.D.2. as follows: “No portion of queuing or access lanes or driveways shall be located between the building and the street (excepting an alley) or within 40 feet of the street-facing facades of the building.”*

Page 5-47 Section 5.6.14 Windows and Doors - Several Planning Commissioners and Code Enforcement suggested amending this section.

*Amend Section 5.6.14 Windows and Doors as follows:*

*“5.6.14.A.1. For all building types except residential, industrial and institutional/civic, a-minimum of 50% 40% of the area of the ground story between the sidewalk elevation and 9 feet in height above it shall be windows that are clear and allow light transmission between exterior and interior.”*

*Institutional/civic buildings were not removed as exceptions since they can be religious institutions, museums or other buildings where clear first floor windows might not be appropriate.*

*Delete regulations 5.6.14.A.3, and A.4.*

*Amend 5.6.14.A.6. as follows: “Windows over ~~10~~ 20 square feet shall be divided into multiple panes to enhance the building façade.”*

*Remove and replace 5.6.14.A.7. with the following regulation: “Industrial buildings with less than 25% of the area of the ground story between sidewalk elevation and 9 feet in height above it covered by clear, light transmitting windows shall line the street (except alley) sides of the building with liner buildings or shall screen the blank portions of these building sides with landscaping.”*

*Amend regulation 5.6.14.B.2. as follows: “Display windows on the ground floor of all building facades facing streets (excepting alleys), parks and plazas...”*

Pages 5-48 and 5-49 Public Right-of-Way Design, Section 5.6.15 Central Avenue Street Design – Both commissioners and DMD had recommendations for this section. This section reiterates portions of the draft Great Street Facility Plan. If and when that plan is adopted by City Council, its guidelines or regulations should apply to Central Avenue. Some commissioners and DMD felt that this sector plan should not refer to a plan that has not been adopted. They recommended that terms used in this section be defined and particular regulations for the Pedestrian Realm be clarified. Some commissioners recommended removing regulations for the curb-to-curb area of the street. DMD recommended amending the second sentence to include both public and private projects and incorporating pertinent passages from the draft Great Streets Facility Plan into this Plan. DMD also asked why bicycle lanes were not included in the text discussing Central Avenue.

*This Sector Plan can and should give guidance to the design of the pedestrian realm (the area between the curb and property lines abutting the public right-of-way) since it so closely affects the performance of development abutting it. The entire public right-of-way design has an influence on development uses and building types.*

*Amend Section 5.6.15 as follows: “A. New development and redevelopment triggering other East Gateway Sector Development Plan land regulation compliance also trigger compliance with regulations listed for the Pedestrian Realm of Central Avenue. ~~Regulations for the Roadway Realm shall apply to public projects. Central Avenue shall be redesigned as a major transit corridor as indicated in the Great Streets Facility Plan, April 2009 draft.~~”*



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*Section 5.6.15.B does not mention bicycle lanes, because with the community rejection of a project to redesign Central Avenue, there is no room to add bicycle lanes.*

*Delete subsection 5.6.15.B. that regulates design for the public right-of-way between curbs. It can be amended and introduced as a separate section to serve as guidelines for public or private projects or be eliminated completely.*

*Amend subsection 5.6.15.C. Pedestrian Realm as follows:*

*“1.a. Public Utility Easement Width (PNM and others) shall be a ~~minimum~~ maximum of 10 feet.*

*1.b. Edge Zone shall be a minimum of 2 feet wide to accommodate parking meters, regulatory signs and way-finding signs. The edge zone may include landscaping.*

*1.c. Landscaping Zone shall be a minimum of 7 feet wide.....:*

- Street trees shall be a maximum height of 25 feet at maturity if under utility wires ~~or up to 45 feet high in vertically unconstrained areas...~~*

- 

*“1.d. Walking Zone width shall be .....*

- When possible, ADA ramps shall be ~~directional~~ perpendicular to the curb.*

**Chapter 6 – The Plan – Transportation** – Both DMD and some commissioners commented on this Plan Chapter.

Page 6-1 Section 6.1 Introduction – A planning commissioner recommended that references to the Great Streets Facility Plan draft be removed since it is not yet adopted.

*Third paragraph, last sentence referring to the Great Streets Facility Plan draft will be removed.*

Section 6.2 Plan Goals Addressed by Recommendations – A planning commissioner suggested that the Plan list Goal 1 – Create a safe, well-maintained, attractive community.

*This can be added, particularly if guidelines concerning street design are moved from Chapter 5. Right now this chapter is primarily about facilitating multi-modal movement.*

Page 6-2 Figure 6.a. - East Gateway Plan Recommendations for improving the bicycle network – DMD Transportation and several planning commissioners suggested having information about the existing bicycle network here so that the reader can see how the recommendations help complete the network. DMD recommends that the Bicycle Network Proposal Map show Eubank Boulevard (Central to I-40 as a corridor and that Bicycle Trail entrance improvement areas be shown on this map or a separate map. *The amended “Existing Bicycle Network” map from page 4-29 will be repeated on this page.*

*Figure 6.a. Bicycle Network Proposals will be amended to show Eubank (Central to I-40) as a corridor and will include trail entrance locations needing improvement.*

Section 6.3.1 Bicycle Boulevards/Traffic Calming - DMD recommended adding a paragraph indicating a public process for Bicycle Boulevard designation.

***The section will be renamed Bicycle Boulevards. The following paragraph will be added after the third paragraph is this section: "Bicycle Boulevards have the potential to disrupt local traffic circulation and divert vehicles to alternative routes. When the City considers implementing the Plan's recommendations, there should be a focused effort to reach out to affected property owners through a public participation process. Bicycle Boulevard implementation should be thoroughly studied to achieve optimum performance."***

Page 6-3 Section 6.3.2 Arterial Street Crossing Safety Improvements

DMD does not agree that Elizabeth and Central warrants a traffic signal.

***Planning staff disagrees that minimum criteria described in the Manual for Uniform Traffic Control Devices need to be met to install a signal here. Anecdotal reporting from commercial property owners and residents indicate that both motorists and pedestrians now avoid this dangerous corner so that warrants would always be difficult to meet.***

***Elizabeth Street has a bicycle lane that connects bicyclists to neighborhoods south of Central Avenue, the Multi-Generational Center at Southern, bus service on Central Avenue, the I-40 bicycle lane, and a school just north of I-40. The street is also the rational one to take for access to and from the Multi-Generational Center.***

***This stretch of Central Avenue may encourage speeding because it is the longest stretch without traffic controls.***

Section 6.3.2 Arterial Street Crossing Safety Improvements – DMD recommends that the second paragraph indicating that safe crossings be evaluated for arterial street crossings for each East Gateway bicycle route, boulevard, lane and trail be changed to indicate bike boulevards only.

***Bicycle Boulevards are on the Plan's recommended Bicycle Network Proposals map. When the existing Bicycle Network Map is included on the facing page it will also show existing bicycle facilities that include routes, lanes, and trails at the proposed safe crossing locations.***

Page 6-5 Section 6.5.1 Central Avenue Major Street Intersections

- "Central Avenue/Eubank Boulevard Intersection.

The project is in the design phase with construction scheduled for 2012." A planning commissioner asks if this project supports sector plan goals.

***A brief explanation of this project can be included. Some City inter-department coordination did occur during early design phases of this project.***

Page 6-6 Section 6.5.4 Southern Avenue Project – DMD recommends removing the third paragraph discussing Britt St. and instead offering a recommendation to improve Elizabeth Street.

***The Britt Street project would be difficult to accomplish because of property ownership and configuration between Central and Southern Avenues. This paragraph will be removed and another added that recommends evaluating Elizabeth Street between Central and Southern Avenues for improvements.***

Pages 6-8 and 6-9 Section 6.5.6 Pedestrian Street Crossing Improvements – DMD requests that we delete suggestions for pedestrian crossings other than signalized intersections. They also recommend that references to the Great Street Facility Plan be removed and instead passages from it be reiterated in this Plan.

***Signalized intersections are a distance of approximately 4000 feet on Central Avenue between Eubank and Juan Tabo Boulevards and approximately 2000 feet in other locations. Pedestrians are not irrational. Walking 2000 feet out of direction to access a bus stop or to reach a business from their neighborhood would be not be a rational decision. Figure 6.f. will be removed, but the recommendations to locate combined Pedestrian and Bicycle Crossings in Figure 6.g. will remain.***

***Section 6.5.6 Pedestrian Street Crossing Improvements – The second bullet on page 6-8 will be amended as follows: “Street crossing redesign at all signalized intersections using the draft Great Street Facilities Plan for guidance” The final paragraph on page 6-8 offers enough guidance for a Sector Plan.***

Pages 6-10, 11 and 12 - Section 6.5.7 Traffic Calming – Several planning commissioners and others recommended that the details of this section starting with “Visual and Physical Techniques to Narrow a Street” be placed in the Plan Appendix and referred to in this chapter.

***The descriptions of techniques and drawings on page 6-12 are solely for information and will be moved to the Appendix. Project recommendations indicated on page 6-11 will remain with amendments.***

Page 6-11 Traffic Calming, Chico Road and Skyline Road – DMD asked why the Plan says that both Chico and Skyline are wide enough to accommodate on-street bicycle lanes if the Plan is recommending that they be bicycle boulevards in Figure 6.a. on page 6-2.

***The Plan indicates that they can be designed either way. According to research, Bicycle Boulevards in other jurisdictions do include boulevard sections with bicycle lanes. For clarity, the Plan will be amended to delete the paragraph describing Chico Road and Skyline Road. The last paragraph on page 6-11 will be amended to add a new title and first sentence as follows: “Chico Road, Skyline Road, and Singing Arrow Avenue”***

*The Plan recommends that all three streets be designated and designed as Bicycle Boulevards. Singing Arrow Avenue is a residential street used as a cut-through street for drivers...*

**Chapter 7 – The Plan – Parks and Major Public Open Space**

No additional comments since January 14, 2010

**Chapter 8 – The Plan – Public Buildings, Street Lights and Alternative Energy Demonstration Projects**

Page 8-3 A commissioner commented that wind turbines are unsightly, destroy views, kill thousands of birds and create noise pollution.

*The Plan recommends further investigation. Design must fit the locale. There are now several wind turbine designs that are quiet, bird friendly and smaller for urban settings. An Audubon website that supports a design being used in Chicago can be found at [www.chicagoadubon.org/pages/20-06.shtml](http://www.chicagoadubon.org/pages/20-06.shtml).*

**Chapter 9 – The Plan – Programs and Policies**

Page 9-1 The Plan – Programs and Policies – Several planning commissioners suggested renaming this chapter. Some suggested removing all recommendations for code enforcement and others recommended removing all policy language unless it is couched as a recommended action to take place after Plan adoption.

*The chapter can be renamed “Recommended City Actions” or something like that. The recommendations listed in this chapter are appropriate for a sector development plan. Time frames like those listed under recommended Code Enforcement can be removed, but have been included in other sector development plans in order to track implementation and evaluate the level of success over time. Physical planning cannot work alone to improve neighborhoods having problems. Actions need to be coordinated.*

*Page 9-2 Four Hills Village Road – Vehicular Access Control Policy will be removed and rewritten as follows to be a recommended action: “This Plan recommends that the City Council introduce a resolution that prohibits roadways that expand the area currently served by Four hills Road. This prohibition should not limit emergency access to the Four Hills area or bicycle and pedestrian trail, lane or route access.”*

**Chapter 10 – Plan Implementation** - DMD recommends that planning-level cost estimates be included for pertinent projects and that the timing scheme be revised from 0-4, 5-8 and 9+ years to high, medium and low.

*Planning-level cost estimates can be included with the help of DMD using estimates based on their best judgment concerning appropriate combinations of per unit costs per mile in 2009 \$. The timing scheme can be revised. The charts in this chapter will be amended to reflect changes to project recommendations made in previous chapters.*

### NEIGHBORHOOD/PUBLIC CONCERNS

Two Four Hills residents, Roger Mickelson and Jim Alsup, who spoke at the January 14, 2010 hearing, also sent written comments after the hearing. Their letters are attached to this Supplemental Staff Report.

Roger Mickelson made the following recommendations:

1) Delete Chapter 5 and replace with standard zoning from the City Zoning Code or delete sections 5.5 and 5.6, 2) increase residential space minimums to 500 square feet for the first occupant and 250 square feet for each additional occupant, 3) extend the bicycle path network into and through Juan Tabo Hills via Open Space corridors, 4) acquire open space to create a wildlife corridor throughout the Tijeras Arroyo, but recognize that the current economic situation may stretch out the planning time for acquisition, and 5) note the addition of EMT capabilities in Fire Station #8 near Indian School and Tramway.

***1) Current zoning has not instigated change in the area.***

***2) The 300 square foot minimum residential space is required for live/work buildings only. These buildings are intended primarily for commercial activities, but allow craftspeople or commercial business proprietors to live on site. This requirement does not apply to townhouses, the various apartment building types, and mixed-use building types.***

***3) The bicycle path network does extend through the Open Space corridors in the Juan Tabo Hills Subdivision. The proposed trails are indicated on page 4-29, figure 4.dd.***

***4) The recommended projects in Sector Plans generally take 10 –20 years to implement. The Plan does mention the 2008-9 economic downturn but doesn't dwell on it. DMD's recommendation to remove implementation years on Chapter 10's implementation charts and just indicate high, medium and low priorities may suffice.***

***5) Fire stations change their operations as needed, but a note can be added concerning Fire Station #8.***

Jim Alsup made the following recommendations:

Page 4-13 Add La Luz de Amistad to the parks and recreation facilities map.

Reclaim the State Highway Department owned property behind it to further improve the entry.

Transfer Four Hills Ravine Park and La Canada Park to the Open Space Division

***The Parks Department does not consider La Luz de Amistad to be a park... just a landscaped feature.***

***Plan Chapter 8 – page 8-3 suggests that the State-owned land be considered for a wind or solar energy demonstration project.***

***Plan Chapter 7 – page 7-2 does propose that the two parks be transferred to the Open Space Division.***

Pages 4-21, 8-3, and 10-5 Indicate that Fire Station sites are chosen by using Fire Department criteria.

***A note to this effect will be added to the second paragraph on page 8-3. Page 10-5 does not indicate a particular location.***

Pages 4-32. 8-6 and 10-6 Juan Tabo from I-40 to Central Avenue needs more than one new street light. Other existing lights along Juan Tabo illuminate the side streets.

***Perhaps the Plan should recommend that the entire Plan area be evaluated to determine whether streets are lit adequately.***

Pages 5-38 –5-40 Strongly encourage and agree with pushing buildings to the street. Lets not make Central look like Eubank or Juan Tabo north of I-40 – strip shopping centers.

Pages 6-5 Suggest that the City contract with a traffic engineering firm to do actual dynamic modeling of traffic based on current and future flows. Use science and data instead of public/lay opinions to consider future street designs.  
There are well-documented studies that show that walkable communities are worth more. See <http://www.ceosforcities.org/news/entry/2591>

***The consultants hired by the City to offer conceptual ideas for this Sector Plan did use some basic traffic engineering modeling to offer general recommendations for Central Avenue and other streets. Further detailed traffic engineering work is needed to determine the best alternatives for Southern Avenue and Juan Tabo Boulevard (Central to Southern). This work would occur when street or intersection redesign and reconstruction is funded.***

***Community decisions are usually not based solely on good engineering. Perhaps the proposals flowing from community goals were not discussed well enough so that community members could embrace them and be willing to support a different design for Central Avenue. The Central Avenue ideas were left in the Plan appendix so that they could be discussed again in the future if the community wishes to do that.***

Page 6-10 Bulb outs – We need the opposite on the busy Central Avenue intersections. Move the traffic at intersections and narrow the street portions in-between.

***The traffic calming techniques listed are not applicable to all locations. Bulb-outs are not recommended for major street intersections on Central Avenue.***

Page 7-1 Consider a regional demonstration project for regional bio-filtration and water harvesting at Manzano Mesa Park.

***This idea is intriguing. It was not discussed during the planning process. Perhaps it can be suggested to the City Administration outside the Sector Planning process. Not all good ideas need to be included in the Plan to be considered. Its absence from the Plan will not hamper its future discussion.***

Page 7-2 Sandia Science and Technology Park may offer future access points to the Tijeras Arroyo and trails.

Open Space east of the Plan area could include acquisition of the old Beavertown resort site for a resort or health spa.

***This idea can also be discussed with the City Administration and the Open Space Division.***

Page 8-5 Consider adding pedestrian lighting along Four Hills Road near the bridge over the Tijeras Arroyo in lieu of tall streetlights.

***This idea was not discussed during the planning process, but can be discussed with the City Administration.***

Page 10-1 Include removal of invasive trees along bikeways.

Include a right turn lane at Juan Tabo onto eastbound Cental Avenue.

***Invasive tree removal would be part of bicycle trail maintenance and can be added to Chapter section 6.3.5 where trail maintenance is discussed.***

***A recommended Central Avenue/ Juan Tabo Boulevard intersection project is listed on page 6-6 in Chapter section 6.5.1. The need for a right turn lane would be examined at the time of the project.***

## **CONCLUSIONS**

The Planning Department requests Environmental Planning Commission (EPC) recommendation to City Council to approve the East Gateway Sector Development Plan.

The Plan's purpose is to enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation. The Plan recommends policies, programs, and public improvements throughout the East Gateway area, but emphasizes public projects and new land use and design regulations to improve area function and appearance along Central Avenue and Wyoming, Eubank, and Juan Tabo Boulevards and to ensure compatible development on properties zoned C-2 that are located inside residential neighborhoods.

The Planning Department requests that the Environmental Planning Commission (EPC) recommend plan approval to the City Council.

***FINDINGS – Project # 1008085 09EPC 40067 March 4, 2010, Recommendation of Adoption for East Gateway Sector Development Plan***

1. The Planning Department requests that the Environmental Planning Commission (EPC) review the East Gateway Sector Development Plan and recommend approval to the City Council.
2. This planning project was initiated with the adoption of City Council Bill R-06-18. The purpose of the resolution was to improve Central Avenue (Route 66) and other portions of the East Gateway area through proposals developed in a sector development plan and a metropolitan redevelopment plan. The resolution also declared a moratorium on construction and led to the initiation of City Council interim design regulations for most properties with nonresidential zoning.
3. The Plan reflects the outcome of public discussions about area weaknesses and strengths, community goals, possible projects, programs, policies and regulations. A first draft was released for public comment July 2009. This December 2009 EPC draft responds to public comments concerning the first draft Plan.
4. The Plan area is approximately 4267 acres and includes the Tijeras Arroyo and City-owned Major Public Open Space. Plan area boundaries include Interstate Highway 40 on the north, properties abutting the west side of Wyoming Boulevard on the west and municipal boundaries on the east and south. The boundaries of the Sector Development Plan area were selected to include the entire proposed East Gateway Metropolitan Redevelopment Plan area that surrounds Central Avenue from Wyoming Boulevard on the west and past Four Hills Road on the east. East Gateway Metropolitan Redevelopment Plan area boundaries abut Metropolitan Redevelopment Plan boundaries for the area to the west.
5. East Gateway is the first Albuquerque community encountered from the east via Interstate 40 and Route 66. The area was coined the East Gateway Community Planning Area through a planning process conducted in the mid 1990s. It is home to Sandia Science and Technology Park and is the entrance to Sandia National Laboratories, Kirtland Air Force Base and the National Museum of Nuclear Science and History.
6. This Plan includes the Singing Arrow Neighborhood and replaces the Singing Arrow Neighborhood Plan adopted in 1983.
7. The lack of a cohesive vision for Central Avenue and major connecting streets, coupled with changes in market trends and the national economic downturn all combined to create a public



environment unreceptive to local residents and employees. Central Avenue and intersecting major streets became single purpose traffic corridors rather than community destinations. The East Gateway Sector Development Plan recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue and Wyoming, Eubank and Juan Tabo Boulevards.

8. Proposed Sector Development Plan zoning will enable more housing and jobs on East Gateway's major arterial streets.
9. The Plan's policies, regulations, and recommended projects and programs address each of the following East Gateway Plan goals: 1) Create a safe, well-maintained, attractive community. 2) Enable the continued existence and new development of thriving businesses to provide jobs and local services. 3) Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit. 4) Transform Central Avenue into a vibrant place that functions as a community destination. 5) Provide accessible parks, Major Public Open Space, and community programs to serve the entire East Gateway community. 6) Support existing stable, thriving residential neighborhoods and transform others. 7) Ensure well maintained safe housing for low-income households. 8) Enable multi-family housing development close to public services, transit and shopping.
10. The East Gateway Sector Development Plan has 10 chapters and 4 appendices. Chapters 1 – 4 discuss plan purpose, what the plan does not include, the planning process, community goals, area history, and area character and conditions. Chapters 5 –10 contain plan proposals: land regulations; transportation projects; parks and major public open space projects; public building, street light and alternative energy demonstration projects; program and policy proposals; and plan implementation charts.
11. General Design Regulations in Chapter 5 apply in varying degrees to all properties within mapped General Design Regulations boundaries. Almost all the general design regulations apply to properties within the SU-2/EG-CAC (Community Activity Center) and SU-2/EG-NAC (Neighborhood Activity Center) zones. These properties are within highly visible transit hubs at major street intersections. Most general design regulations apply to properties within the SU-2/EG-C (Corridor) zone and to properties abutting major north/south streets. These properties line the Central Avenue and Wyoming, Eubank and Juan Tabo Boulevard corridors. Very few regulations apply to properties with the SU-2/EG-C-2 (Community Commercial) zone and even fewer apply to other properties within the mapped General Design Regulations boundary.
12. New land regulations are not applied to existing residential neighborhoods.

13. The four East Gateway SU-2 zoning districts established by the Plan and the Building, Lot and General Design Regulations associated with them are tailored to address East Gateway goals and existing character.
  - a. SU-2/EG-CAC (East Gateway Community Activity Center) zone is applied to a Comprehensive Plan designated Community Activity Center on the southwest corner of Tramway Boulevard and Central Avenue. The intent is to enable future mixed-use development. Community Activity Centers are usually between 30 and 60 acres. They can be larger.
  - b. SU-2/EG-NAC (East Gateway Neighborhood Activity Center) zone is applied to properties at the Juan Tabo Boulevard/Central Avenue intersection and at the Wyoming Boulevard/ Zuni Road/ Central Avenue intersection. The intent is to enable future development of two Neighborhood Activity Centers as they are defined in the Comprehensive Plan. Buildings in Neighborhood Activity Centers are generally smaller in scale than Community Activity Centers. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents and transit riders to access local services within a one-quarter to half-mile walk.
  - c. SU-2/EG-C (East Gateway Corridor) zone is applied to most Plan area properties adjacent to Central Avenue or the east side of Eubank Boulevard from Central Avenue south beyond Southern Avenue. The intent is to enable future development of non-residential and residential uses that support a multi-modal environment and encourage legitimate activity along the street between community and neighborhood activity centers. The Corridor Zone allows existing businesses to continue. It also allows residential and manufacturing uses not allowed in these locations before the adoption of the Plan.
  - d. SU-2/EG-C-2 (East Gateway Community Commercial) zone is applied to Plan area properties that are located away from major arterial streets, but have pre-existing C-2 or SU-1 for community commercial zoning. This zoning district excludes some C-2 uses that are incompatible within residential neighborhoods. It allows existing mobile home parks that were legal nonconforming uses in the C-2 zone to become conditional uses. It also allows additional uses to provide a better transition between properties lining East Gateway major streets and residential neighborhoods.
14. The East Gateway Sector Development Plan furthers applicable goals and policies of the Comprehensive Plan:
  - a. II.B.1 Open Space Network – Policies a and f: Recommended projects in Plan Chapter 7 to acquire land to create a continuous Major Public Open Space corridor in the Tijeras Arroyo; to enhance, restore, and protect Tijeras Arroyo habitat; and to shift undeveloped Four Hills Ravine parkland to the Major Public Open Space inventory and recommended projects in Plan Chapter 6 to improve trail connections to the Tijeras Arroyo from Four Hills Road and Juan Tabo Boulevard foster Open Space land acquisition and Open Space trail development.

- b. II.B.1 Open Space Network – Policy g: Recommended projects in Plan Chapter 7 to expand Sandia Vista Park, to develop the archeological site at Singing Arrow Park as part of the park, to continue Manzano Mesa Park development, to acquire a well site to create a Four Hills Subdivision Park, and to acquire land to develop a park near Central Avenue for nearby low-income neighborhoods will contribute to the system of neighborhood parks and community open areas.
- c. 11.B.5 Developing and Established Urban Areas – Policies d and h: The four new zoning categories allowing a variety of multi-family housing types and mixed use buildings and sites in designated activity centers and on other properties abutting arterial streets established in Sector Plan Chapter 5 are located near transit service and outside existing neighborhoods.  
  
Policies i and j: The four new zoning categories allowing employment and services uses in activity centers and on other properties abutting arterial street rights of way complement established neighborhoods. Regulations in the four zones control adverse effects on the environment. All new commercial development is permitted where existing commercially zoned areas exist.  
  
Policies l and o: The Sector Plan’s approach sets clearly understandable parameters for design while allowing a wide variety of innovative finished products. Although public redevelopment projects will be proposed in an East Gateway Metropolitan Redevelopment Plan, some public improvements concerning lighting and other public infrastructure are recommended in Sector Plan Chapters 8 and 10.
- d. II.B. 7 Activity Centers – Policies a, d, g, i, and j: The Sector Plan recognizes and zones the Comprehensive Plan designated Community Activity Center at Tramway and Central and provides special zoning that includes multi-unit housing and commercial uses for that center and for two Sector Plan designated Neighborhood Activity Centers – one at Central and Juan Tabo and another at Central and Wyoming. The Market Study conducted by RCLCO for the Sector Plan supports the development of these three centers.
- e. II. C.1 Air Quality – Policies b and d: Sector Plan Chapter 5’s pedestrian oriented design, land use mixtures and public right of way design capitalize on Central Avenue bus service, walking, and cycling to protect air quality. Sector Plan Chapter 6 bicycle network improvement projects, transit transfer center recommendations, and traffic calming recommendations will improve walking and cycling efficiency and safety, making alternative travel modes a rational choice. Chapter 6 recommended street intersection improvements should improve vehicular movement while providing safe crossings for people on-foot or bicycle.
- f. II.C.6 Archaeological Resources – Policies b and c: Sector Plan Chapter 3’s recognition of both historic and archeological East Gateway sits and Chapter 7’s recommended project to recognize and incorporate the Singing Arrow Park archeological site into Singing Arrow Park will stabilize the site and promote public understanding and appreciation of the area’s past.

- g. II.C.8 Developed Landscape – Policies b, c and d: Sector Plan Chapter 5’s design regulations for public and private buildings and the public right of way and water harvesting requirements in the General Design Regulations will assist in maintaining and improving the natural and developed landscapes’ quality.
- h. II.C. 9 Community Identity and Urban Design – Policies b, c, d, and e: Sector Plan Chapters 5, 6, and 7 establish regulations and recommend policies, programs, and projects that acknowledge the local natural environment, built environment and history. Chapter 5’s activity center designation and zoning enable urban development that capitalizes on transit access, but is not as intense as might be appropriate in another part of the City. Neon signs and public art are allowed to acknowledge Central Avenue’s Route 66 past.

Although the Sector Plan avoids complete redesign of Central Avenue public right of way because the community could not come to consensus about reducing travel lanes to capture right of way that could be used to improve safety and efficiency for walking, cycling and using transit, other recommended projects in Chapter 6 will improve the street and Chapter 5’s regulations will improve the pedestrian environment.

- i. II.D. 3 Energy Management – Policy b: Plan Chapter 8 recommends studying the feasibility of either a wind or solar power demonstration project on public land at the eastern gateway to the City and the East Gateway plan area to reinforce Albuquerque’s movement toward being a green City and to underscore the technological nature of the East Gateway area.
  - j. II.D.4 Transportation and Transit – Policies a, b, c, d, g, h, o, p and q: Plan Chapter 5 establishes zoning that enables the development of corridors that provide a balanced circulations system through efficient placement of employment, housing and services and Chapter 6 recommends project to support efficient and safe travel by walking, cycling and using public transit.
  - k. II.D.5 Housing – Policies a and d: Plan Chapter 5’s zoning enables the development of affordable housing. Plan Chapter 9 recommends proactive housing, building and zoning code enforcement of existing rental housing.
  - l. II.D.6 Economic Development – Policy a: Plan Chapter 5’s wide range of permissive uses should enable the development of new employment opportunities to accommodate a wide range of occupational skills and salary levels.
  - m. II.D.7 Education – Policies c and e: Plan Chapter 8 recommends a new library be located near good public transit and recommends that the Singing Arrow community Center be enlarged to better serve the community with classes and programs for local children and adults.
15. The East Gateway Sector Development Plan furthers the intent of the Rank 2 Facility Plan for Arroyos:

The Facility Plan for Arroyos designates the Tijeras Arroyo a Major Open Space Arroyo. East Gateway Sector Development Plan recommendations for the Tijeras Arroyo are consistent with that designation in that they include continued City land acquisition to form a continuous

corridor of Major Public Open Space, resource protection, and zone changes of City owned Open Space properties to SU-1 for Major Public Open Space.

16. The East Gateway Sector Development Plan furthers the intent of the Comprehensive Zoning Code:

City Comprehensive Zoning Code Section 14-16-2-23 SU-2 Special Neighborhood Zone allows a mixture of uses controlled by a Sector Development Plan that specifies new development and redevelopment that is appropriate to a given neighborhood, when other zones are inadequate to address special needs.

East Gateway Sector Development Plan Chapter 5 proposes a wide variety of land uses in four proposed SU-2 zones, building and site design regulations associated with the new zones, and General Design Regulations for both SU-2 zoned property and other properties located within a proposed General Design Regulations boundary. All zoning proposals are intended to spur positive development for the area and enable employment, shopping, services and multi-unit housing near Rapid Ride stops and other transit routes on Central Avenue and intersecting arterial streets.

17. The East Gateway Sector Development Plan proposes new zoning as indicated on the East Gateway Plan Zoning Maps on pages 5-3 through 5-6 of the Plan. The proposed zoning is justified per Resolution 270-1980 as follows:

- a. The zone changes proposed by the East Gateway Sector Development Plan further the health, safety and welfare of the City by enabling the transformation of Central Avenue and other East Gateway arterial streets that contain many properties suffering from disinvestment and deterioration.
- b. Proposed Sector Plan Land Uses and Zoning will provide area stability by introducing land uses and design regulations that enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation.
- c. The proposed Sector Plan furthers applicable goals and policies of the Comprehensive Plan and promotes a better-served community. The proposed zoning and recommended policies and projects in the Sector Plan further Comprehensive Plan policies concerning Open Space Networks, Developing and Established Urban Areas, Activity Centers, Air Quality, Archaeological Resources, Developed Landscape, Community Identity and Urban Design, Energy Management, Transportation and Transit, Housing, Economic Development, and Education detailed on pages 8 – 17 of the January 14, 2010 Staff Report.
- d. The four proposed SU-2 zones are more advantageous to the community because they are tailored to enable employment, additional multi-unit housing, and neighborhood and community services. The site and building design regulations and General Design Regulations are intended to enable quality innovative design, compatibility between residential and non-residential uses, and access to a balanced circulation system with safe and convenient bicycle and pedestrian connections.

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Two proposed zone changes are also more advantageous to the community because they are a better fit for the properties: One is from C-3 to R-2 for a landlocked piece of land between Interstate 40 and a neighborhood park and another is from A-1 to SU-1 for Major Public Open Space for City owned parcels of City Major Public Open Space.

- e. The Plan does not propose zone changes for residentially zoned properties in residential neighborhoods and does not propose zone changes for heavy commercial and industrial zoned properties. The Plan's General Design Regulations apply to some of these properties in varying degrees. Properties abutting major streets are required to comply with the most regulations.
- f. None of the Plan's zone changes require major capital expenditures.
- g. The cost of land is not discussed in the Plan.
- h. Most of the proposed zone changes and general design regulations apply to East Gateway arterial streets. Proposed zoning allows a variety of uses that can maximize proximity to transit service.
- i. No spot zones are proposed. Community and Neighborhood Activity Zones are proposed for key street intersection locations that involve more than one property each.
- j. The proposed Corridor Zone could be interpreted as a strip zone since it applies to properties abutting major arterial streets, but its variety of permissive uses will enable diverse land uses – residential, commercial and employment.

***RECOMMENDATION - Project # 1008085 09EPC 40067 March 4, 2010***

**THAT A RECOMMENDATION OF APPROVAL BE FORWARDED TO THE CITY COUNCIL of Project # 1008085 09EPC 40067, the East Gateway Sector Development Plan, based on the preceding Findings and subject to the following Conditions.**

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***CONDITIONS FOR RECOMMENDATION OF APPROVAL - Project # 1008085 09EPC 40067  
March 4, 2010***

1. A glossary of terms that are not already defined in the Zoning Code shall be added to the Plan.
2. On page 1-1 at the end of the first paragraph add a sentence as follows: “The Sector Development Plan’s goals, regulatory framework and public project proposals will provide guidance for choosing specific proposals to be included in a Metropolitan Redevelopment Plan.”

3. On page 2-1 through 2-3:
  - a. Add a new Section 2.2 to include the Comprehensive Plan Goals noted in pages 8-17 of the January 14, 2010 Staff Report that are associated with the eight Community goals listed.
  - b. Renumber Section ~~2.2~~ Plan of Action to be Section 2.3, and amend this section to list the particular zoning recommendations located in Plan Chapter 5 sections that address pertinent Plan goals. Refer to the particular section numbers and plan pages. List the particular Plan recommendations that address pertinent Plan goals. Refer to the pages in Plan Chapter 10 that summarize the recommended actions.
4. On page 4-1 at the end of the first paragraph, add the following sentence: “East Gateway’s rise in elevation provides great views to the east and west.”
5. On page 4-7, either next to or following the chart describing Acreage by Land Use Type, add a pie chart illustrating the same information.
6. On page 4-14, Section 4.4.5, Park Needs Assessment, remove both paragraphs and replace with the following paragraph: “The very large Parks Impact Fee area that the East Gateway Plan area is located within meets a park standard of 2.6 acres per 1000 persons, however, many of the neighborhood parks are north of Interstate 40. A neighborhood park distribution goal of one park within one-half mile of every residence was in the City Park Dedication Ordinance that was replaced by the Impact Fee Ordinance. East Gateway parks certainly do not meet the old access standard for residents. This old standard would serve the many East Gateway low-income, elderly and child residents who depend on walking, cycling or transit use to reach destinations. Future consideration should be given to providing additional East Gateway parks that serve these populations.”
7. On page 4-15, amend Section 4.4.5, Major Public Open Space.
  - a. Amend the first sentence of the first paragraph as follows: “In 2009, the City of Albuquerque has had significant Major Public Open Space in and close to East Gateway and was actively pursuing acquisition of additional parcels to assemble a continuous Major Public Open Space corridor in the Tijeras Arroyo as owners are were willing to sell them.”
  - b. Amend the second sentence of the third paragraph directly under Figure 4.q. as follows: “No formal trail system exists with the arroyo, nor is one planned for the near future but as the Major Public Open Space is acquired, an official trail network will be created.”
  - c. Amend the last sentence of the fourth paragraph starting with the words “La Canada Park” as follows: “The City Open space Division did not have the ability to develop acquire the area, but believed that La Canada had potential to become Major Public Open Space in the future.”
  - d. Amend the final paragraph by removing the last sentence: “The Trust for Public Lands purchase option on the property will expire at the end of 2009, making the funding commitment a pressing issue.”
8. On page 4-19, remove subtitle “Homeless People” and replace with “Homelessness”.

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9. On page 4-20, add a comparison of crime statistics Citywide with the crime information about the Plan area.
  10. On page 4-24 in Section 4.6 Transportation Networks, after the first sentence add the following sentences: “Street design, site development design and land use combinations all influence how a community functions and how people think about it. When these elements are combined successfully, they can transform a community.”
  11. On pages 4-28 and 4-29, Section 4.6.3 Cycling Network:
    - a. On page 4-28, amend the first sentence as follows: “In 2009, East Gateway’s portion of the Albuquerque bicycle network consisted of existing and proposed corridors, trails and on-street bicycle lanes and routes.”
    - b. On page 4-29, Section 4.6.3 Cycling Network, Figure 4.dd: 2009 Bicycle Network, add a symbol to the map legend for proposed bicycle corridors and show the corridor designation on the map for parts Central Avenue, Eubank Boulevard and Elizabeth Streets designated bicycle corridors in the 2030 Metropolitan Transportation Plan.
  12. On page 4-30, Section 4.6.5, amend the first paragraph starting with the second sentences as follows: “Bus service on Central was the most frequent, ~~while connecting north/south routes along Juan Tabo and Eubank Boulevards were primarily used by commuters to Kirtland Air Force Base and Sandia National Laboratories.~~ Connecting north/south routes were on Wyoming, Eubank and Juan Tabo Boulevards. The Wyoming and Eubank routes went to Kirtland Air Force Base and Sandia National Laboratories. The Juan Tabo route provided connecting serve to the Singing Arrow Neighborhood and Four Hills Mobile Home Park.”
  13. On pages 4-33 and 4-34, amend as follows:
    - a. In Section 4-7 Utilities: Electrical Service, amend by adding fifth and sixth bulleted statements as follows: “Tree variety height at maturity and necessary distance from existing and proposed electric utility easements” and “Screening design to allow access to utility facilities”
    - b. In Section 4-8 Street Lighting, add a paragraph discussing the need for lighting on Southern Avenue.
  14. On page 5-1, Section 5.1. Introduction, fourth paragraph, amend as follows: “Most Pproperties with residential, light manufacturing, heavy commercial or SU-1 zoning established before the adoption of this Plan are not rezoned by this Plan. ~~SU-1 zoned properties may continue to develop with the uses assigned under the specific SU-1 designation for that property or may develop with the SU-2 zone uses described for the SU-2 zone also assigned to that property.~~ (See Existing Zoning Map in Section 4-4 4.5 and East Gateway Maps on pages 5-12 through 5.22.)”
  - 15 On page 5-2, Section 5.2., subsection 4, amend as follows: “If your development proposal meets the threshold for the development compliance triggers in Section 5.3.1 of this Plan chapter and your property is zoned SU-2/EG-CAC, SU-2?EG-NAC, SU-2/EG-C, or SU-2/EG-C\_2 or retains



the zone established before Plan adoption, but is within the General Design Regulation boundary, then go to Section 5.5 to determine the design regulations for site, building and/or public right-of-way that apply to your property. If your property is not within the General Design Regulation boundary, then Chapter 5 of this Plan does not apply.

16. Zoning Maps

- a. On page 5-2, Figure 5.a. East Gateway Plan Zoning Map amend as follows: Remove the words “~~Zone Change~~” from the map legend and replace with “SU-1 for Major Public Open Space”, box the words “R-2” and insert an arrow from the box to the small NMDOT parcel just south of I-40 and west of Juan Tabo, and remove patterns used for SU-1 for Major Public Open Space and replace with a pattern that avoids confusion between this zone and SU-2/EG-NAC.
- b. On page 5-3, Figure 5.b East Gateway Plan Zoning Map (Wyoming boulevard – Eubank Boulevard), remove the legend pattern for and title “Zone Changes”.
- c. On page 5-4, Figure 5.c East Gateway Plan Zoning Map (Eubank boulevard – Juan Tabo Boulevard) correct the legend by removing “~~Zone Change~~” and replacing it with “R-2 Zone”. Correctly spell “Corridor” on the tract of land located on the NE corner of Southern and Eubank.

17. On page 5-7:

- a. Section 5.3.1.A.2, amend as follows: “Building additions of 15% or more of existing gross square footage.”
- b. Section 5.3.1.A.4, amend as follows: “~~Amendments to SU-1~~ Previously approved site development plans that include additions of 15% or more of existing building square footage.”
- c. Section 5.3.1.B.2, amend as follows: “Repairs, remodeling and maintenance of existing structures and/or buildings including additions less than 15% square footage.”

18. On page 5-8, Section, 5.3.2. Development Approval Process Chart

- a. Amend the cell for Development Type needing Administrative Review as follows: “Site 5 acres or greater ~~including site with SU-1 Zoning that does not meet the thresholds for EPC review in 14-16-2-22 of the City Zoning Code~~, but excepting a Large Retail Facility as defined in the City Zoning Code.”
- b. Amend the cell for Development Type needing ZHE review as follows: Following “Conditional Use”, add “Development that deviates from dimensional Building and Lot Standards in Section 5.5 of this Chapter”.
- c. Amend the cell for Development Type needed EPC review as follows: Remove the third bullet “~~Not a Permissive Use~~” and replace with “Zone Change Request” and remove the fourth bullet “~~Development that deviates 10% or more from dimensional Building and lot Standards in Section 5.5 of this Chapter~~”

19. On page 5-9, Section 5.3.3 amend as follows:
  - a. Amend the Title to say: “Requests ~~to Deviate~~ for Variances from Sector Development Plan Building and Lot Standards in Section 5.5 of this Chapter and General Design”
  - b. Remove the entire section and replace with the following sentences: “The building and lot standards in Section 5.5 and 5.6 of this chapter are specific and prescriptive to provide certainty for applicants, neighborhoods and City development reviewers. It is not the intent of these regulations to ignore unusual site conditions. The Zoning Hearing Examiner shall hear requests for deviations from dimensional regulations.”
20. On page 5-9, Section 5.4 the SU-2 Zoning Districts, amend as follows:
  - a. Move the section to begin on its own page.
  - b. Add a sentence after the last sentence of the first paragraph: “General regulations apply to properties zoned in Section 5.4 of this Plan.”
  - c. Remove the boxed information after the second paragraph.
21. On pages 5-10, 5-13, 5-16 and 5-20, Sections 5.4.1, 5.4.2, 5.4.3, and 5.4.4:
  - a. Split the existing Permissive Uses lists into two separate lists: 1) Permissive uses including permissive exceptions to zones listed in the Zoning Code and 2) Prohibited uses.
  - b. Add the category “Conditional Uses” to all four zoning categories. If there are no conditional uses allowed then add a note “No conditional uses.”
22. On pages 5-10 and 5-13, Sections 5.4.1 and 5.4.2: At the end of the Zone Intent add the citation from the Comprehensive Plan that defines Community and Neighborhood Activity Centers, “Albuquerque/Bernalillo County Comprehensive Plan Table 22: Policy a. Types of Activity Centers”
23. On pages 5-10 and 5-11, Section 5.4.1 SU-2/EG-CAC Permissive Uses amend as follows:
  - a. ~~“1.a. Antennas are not allowed.”~~
  - b. Move 1.c. to a Prohibited Uses list and amend to say, “Gasoline, oil, ~~liquefied petroleum gas~~ or other liquid vehicle fuel sales are not allowed.”
  - c. 1.e. delete the words ~~“except that neon signs are allowed.”~~
  - d. “1.i. Wireless Telecommunications Facility is allowed only if it is attached to a building. ~~and does not exceed building height.”~~
  - e. ~~“3.b. Books, magazines, newspapers, stationery, excepting adult bookstore~~
  - f. List adult store and adult amusement establishment under Prohibited Uses.”
  - g. Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for “3.d.”
  - h. Remove “3.g.” language and replace with the following: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”
  - i. Add “5. Religious Institution”
  - j. Add “CONDITIONAL USES” and “No conditional uses are listed.”

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24. On pages 5-12, 5-15, 5-19 and 5-22 add street lines to make proposed and existing zoning maps more legible.
25. On pages 5-13 and 5-14, Section 5.4.2 SU-2/EG-NAC amend as follows:
- a. ~~“1.a. Antennas are not allowed.”~~
  - b. ~~“1.d. Auto parts and supplies are not allowed.”~~
  - c. Move 1.e. to a Prohibited Uses list and amend to say, “Gasoline, oil, ~~liquefied petroleum gas~~, or other liquid fuel sales are not allowed.”
  - d. Amend the last sentence of 1.f. to say, “Live/work signs may be no more than 8 square feet in area and shall be located ~~on the building wall no higher than the first floor~~ a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.”
  - e. Amend “1.h. Wireless Telecommunications Facility is allowed only if it is attached to a building ~~and does not exceed building height.~~”
  - f. ~~“3.b. Books, magazines, newspapers, stationery, excepting adult bookstore~~
  - g. List adult store and adult amusement establishment under Prohibited Uses.”
  - h. Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for “3.d.”
  - i. Remove “3.g.” language and replace with the following: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”
  - j. Add “5. Religious Institution”
  - k. Add “CONDITIONAL USES” and “No conditional uses are listed.”
26. On pages 5-16 and 5-17, Section 5.4.3 SU-2/EG-C Permissive Uses amend as follows:
- a. ~~“1.a. Antennas are not allowed.”~~
  - b. Amend the last sentence of 1.c. to say, “Live/work signs may be no more than 8 square feet in area and shall be located ~~on the building wall no higher than the first floor~~ a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.”
  - c. Amend 1.d. to say, “Wireless Telecommunications Facility is allowed only if it is attached to a building ~~and does not exceed building height.~~”
  - d. ~~“3.b. Books, magazines, newspapers, stationery, excepting adult bookstore~~
  - e. List adult store and adult amusement establishment under Prohibited Uses.”
  - f. Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for “3.d.”
  - g. Remove “3.g.” language and replace with the following: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”
  - h. Add “5. Religious Institution”
  - i. Add “CONDITIONAL USES” and “No conditional uses are listed.”

27. On pages 5-20 and 5-21, Section 5.4.4 SU-2/EG-C-2
- a. Amend the last sentence of 1.f. to say, “Live/work signs may be no more than 8 square feet in area and shall be located ~~on the building wall no higher than the first floor~~ a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.”
  - b. Amend 1.h. to say, “Wireless Telecommunications Facility is allowed only if it is attached to a building ~~and does not exceed building height.~~”
  - c. “3.b. Books, magazines, newspapers, stationery, ~~excepting adult bookstore~~
  - d. List adult store and adult amusement establishment under Prohibited Uses.”
  - e. Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for “3.d.”
  - f. Remove “3.g.” language and replace with the following: “Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.”
  - g. Add “Taxidermy” to a “Prohibited Uses List”.
28. On pages 5-23, Section 5.5 Building Types, amend as follows:
- a. Amend the text preceding the chart to say, “~~Eleven~~ Basic building types are allowed for new development and redevelopment on East Gateway SU-2 zoned properties. The following pages provide details of each Building Type ~~and the Building Uses~~, Lot Requirements, Building Lot Coverage, Building Height and Size, On-Site Parking Locations, Building Front Façade types and Front Yard requirements associated with them. The regulations in Section 5.6 also apply to building and building lot types.”
  - b. After the residential building types are consolidated amend the chart to reflect changes.
29. On pages 5-24 through 5-34, Charts of Building and Lot Standards, amend as follows:
- a. Remove recommended building uses from the charts, but retain as recommendations in the general descriptions above the charts.
  - b. Remove existing illustrations to the left of the charts and replace with very simple, well-labeled drawings that illustrate some, but not all information on the accompanying chart. Label illustrations as examples only.
  - c. Add a note under the charts to say, “If a lot is abutting Central Avenue and another street, the front building façade and front yard shall face Central Avenue.”
30. On pages 5-25 through 5-34, Charts of Building and Lot Standards, excepting Townhouse Lot, remove text under Parking Location and replace with the following text: “In rear yard or side yard. Courtyards may not be used to park motorized vehicles.”
31. On pages 5-25, 5-26, and 5-27, Charts with regulations for various apartment building and lot types: Coalesce Apartment House Lot, Courtyard Apartment Lot, and Apartment Building Lot into one chart that provides a range of lot and building sizes, setbacks, front building façade and front yard treatments appropriate to them all.

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32. On pages 5-24, 5-25 and 5-29, Townhouse Lot, Apartment House Lot, Live Work Building Lot amend maximum accessory building heights as follows: Remove ~~26 feet~~ as the maximum and replace with "15 feet".
  33. On page 23, Townhouse Lot, amend as follows:
    - a. Remove text under "Minimum Side Yard Setback from shared lot line" and replace with the following text, "None except 10 feet between residential buildings and 10 feet from a lot with another use."
    - b. Amend "Maximum Accessory Building Footprint" by adding a note beneath the chart that says' "Maximum Building Footprint for accessory buildings is the total square footage allowed for all accessory buildings on the lot."
  34. On pages 5-26 and 5-27, Courtyard Apartment Lot and Apartment Building Lot, insert "10 feet" for maximum side yard setback from property line abutting street right-of-way.
  35. On page 5-28, Apartment Complex Lot, add a note under the chart that says, "Front Building Facades shall face streets, not including alleys, and may also face common yards."
  36. On page 5-29, Live/Work Building Lot, Front Building Façade and Front Yard Type amend text as follows: "Store front ~~and~~ with Awning".
  37. On page 5-30, Mixed-Use Building Lot Standards, Minimum Building Front Façade Lot Width Coverage, amend as follows: Remove "~~90 feet~~" and replace with "50 feet".
  38. On page 5-31, Commercial Building Lot, amend as follows:
    - a. Amend general information under the title to say, "A Commercial Building lot is located in a ~~retail~~ non-residential complex and is designed to accommodate ~~single-use~~ office or retail ~~buildings~~ uses."
    - b. Change maximum lot coverage from "~~60%~~" to "85%".
    - c. Change maximum building height from "~~26 feet~~" to "65 feet provided the building is located a minimum of 85 feet from a lot zoned residential".
  39. On page 5-32, Liner Building Lot, Minimum Lot Coverage, add the words "No Requirement".
  40. On page 5-33, Institutional or Civic Building Lot, amend as follows:
    - a. Add a note to "Lot Requirements" that says, "A lot shall not exceed the maximum block size allowed in Section 5.6.1.F.1 of this Plan."
    - b. Change minimum building front façade lot width coverage from "~~No Requirement~~" to "50%".
    - c. Change Maximum Front Yard Setback from "~~No Requirements~~" to "No requirement, except 10 feet for lots abutting arterial streets".
    - d. Change maximum building height from "~~50 feet~~" to "65 feet provided the building is located a minimum of 85 feet from a lot zoned residential".

41. On page 5-34, Industrial Building Lot, Minimum Building Front Façade Lot Width Coverage, amend as follows: Change from “~~No Requirement~~” to “No requirement, except 50% for lots abutting arterial streets”.
42. On pages 5-36 and 5-37, Building Front Facades, amend as follows:
- a. Remove drawings and replace with others.
  - b. Insert a note to say, “The following illustrations are not regulatory. They are provided as examples.”
  - c. Under each Building Front Façade Type, remove the word “~~Recommended~~” and replace with the word “Appropriate”.
  - d. Amend “1. 2) Common Yard” to say, “Deeper Maximum building setback distance to provide-will allow a buffer from traffic on arterial or collector streets.”
  - e. Amend “2. 1) Porch & Short Wall or Fence” to say, “~~A short~~ An 18-36 foot high wall or fence at the property line abutting the public right-of-way,”
  - f. Add the following note to “3 Forecourt”, “Ordinance 6-6-2-5(F) City of Albuquerque Street Tree Ordinance requires 7 feet of clearance over a sidewalk and 14 feet of clearance over a street.”
  - g. Remove “4. 2) Stoop”: “~~Building first story elevated above the sidewalk to ensure window privacy~~”.
  - h. Amend “5. 3) Storefront with Awning” to say, “Substantial glazing on the first story as indicated in Section 5.6.14 of this Plan.”
  - i. For 5., 6., and 7., Storefront with Awning, Gallery, and Arcade, remove drawings indicating that these building types overhand the right-of-way. At the end of each description add the following sentence: “A City encroachment agreement is required to extend any portion of a building into the public right-of-way.”
  - j. Add the following note to all building types required to have storefront with awning, gallery or arcade front building facades on pages 5-19 through 5-34: “A City encroachment agreement is required to extend any portion of a building into the public right-of-way.”
43. On pages 5-38 through 5-50, Section 5.6 General Design Regulations, amend as follows:
- a. Remove all existing illustrations, replace with other illustrations, and label the new illustrations as non-regulatory examples.
  - b. Assign a letter to all sections and renumber all regulations in Section 5.6 as indicated in the following example: 5.6.1.A. For all East Gateway Properties abutting Central Avenue:  
~~A. 1.~~ New Central Avenue curb cuts...”
44. On pages 5-38 and 5-39, Section 5.6 General Design Regulations, amend as follows:
- a. The names of all East Gateway arterial streets will be reiterated as a note on this page.
  - b. Remove 5.6.1.A. text and replace with the following regulation, “New Central Avenue curb cuts shall be approved only for new intersection streets necessary to create shorter blocks or to replace existing driveways. Subject to approval by the City Engineer or his designee, new driveways can be built in a different location on a property, but shall not cause the number of

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- driveways to that property to increase. Replaced driveways shall be closed and rebuilt with sidewalk, landscaping area, and standup curb."
- c. Amend the first part of 5.6.1.C to say, "For ~~blocks longer than 500 feet~~, new development with a minimum 300 feet of street frontage on blocks longer than 600 feet, intersecting Pedestrian Access Routes..."
  - d. Amend 5.6.1.D. as follows: "Rear yards shall not face a public or private street excepting an alley, trail, park, green or square."
  - e. Remove text under 5.6.1.E.1, and 2, and replace with the following text:  
    "5.6.1.E.1. New buildings shall be a maximum of 100 feet wide."  
    "5.6.1.E.2. The space separating each new building shall be a minimum of 25 feet."
  - f. Amend the first sentence of 5.6.1.E.3. to say, "Only the same or similar building types shall be located across public or private right-of-way, excepting an alley, from each other."
45. On pages 5-24 through 5-34 insert a note that refers to regulation 5.6.1.E as an allowable exception to maximum lot coverage and maximum side yard setbacks allowed when a lot abuts or is across a public or private right-of-way including an alley from lots zoned for or developed with single-family detached housing.
46. On page 5-39, Section 5.6.1.F. amend as follows:
- a. Amend 5.6.1.F.1. to say, "The entire site shall be planned and platted into maximum ~~125,000~~ 320,000 square foot blocks. Maximum block length is ~~500~~ 600 feet."
  - b. Remove 5.6.1.F.2.d. and replace with the following text, "Pedestrian scale lighting that is between 12 to 15 feet high and a maximum distance of 100 feet apart."
47. On page 5-39, Section 5.6.1.G.1, amend as follows: "All sites shall be designed with well-lit 6-foot minimum pedestrian pathways..."
48. On page 5-40, Section 5.6.2 Parking, amend as follows:
- a. Delete 5.6.2.A. "~~Parking shall be distributed on the site to minimize visual impact from the adjoining street.~~"
  - b. Delete 5.6.2.B. and replace with "The maximum parking permitted shall be the minimum parking allowed in the Zoning Code per use, plus 10%."
  - c. Amend 5.6.2.D. to say "Parking shall be screened from the street, excepting an alley, by buildings or a combination of ~~3-foot~~ 18 – 36 inch high wall and ~~4-foot~~ 6-10 foot wide landscape strip."
49. On page 5-40, Section 5.6.3 Parking Structure, amend 5.6.3.A. as follows: "Direct pedestrian access on 6-foot wide walkways shall be provided from parking structures to each adjacent street."
50. On page 5-41, Section Water Harvesting amend 5.6.4.A. as follows: "Water Harvesting Areas: Surface runoff including runoff from roofs shall be directed into depressed, water collection

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areas located in landscape areas. ~~The development applicant is required to demonstrate why exceptions may be necessary.~~

51. On pages 5-41 and 5-42, Section 5.6.5 Public Outdoor Space for East Gateway Properties abutting Central Avenue, amend as follows:
- a. Place a note right after “For East Gateway Properties abutting Central Avenue” to say, “The following outdoor space regulations for properties abutting Central Avenue are in addition to the General Landscaping Regulations of the City’s Zoning Code, Section 14-16-3-10.”
  - b. Amend 5.6.5.A.1 to say, “All sites abutting Central Avenue shall provide a minimum 5% of the gross site as outdoor public space.”
  - c. Amend 5.6.5.A.2 to say, “The Landscaping Zone and the Walking Zone in the Pedestrian Realm, as described in the Street Design Section of these SU-2 General Regulations ~~may~~ are not eligible to be considered for meeting the outdoor public space requirement.”
  - d. Amend 5.6.5.A.4 to say, “A minimum of ~~45%~~ 35% of the outdoor public space shall be shaded from the summer sun with trees and/or permanent or temporary shade structures.”
  - e. Remove 5.6.5.A.5 text and replace with the following text, “A minimum of one seat shall be provided for every 200 gross square feet of public outdoor space provided.”
  - f. Amend 5.6.5.A.6 to say, “The use of gravel or crusher fines as ground cover is limited to a maximum of 5% of any public outdoor space. Crusher fine walkways are not considered a landscaping ground cover.”
  - g. Amend the third sentence of 5.6.5.B.1 to say, “Building fronts face ~~at~~ at least three sides of a green.”
  - h. Amend the second sentence of 5.6.5.B.2 to say, “A square is generally located at the intersection of streets, is bounded on at least two sides by streets and has building fronts facing ~~at~~ at least two of its sides.
52. On pages 5-42 and 5-43, Section 5.6.6, Fences and Walls, amend as follows:
- a. Remove text for 5.6.6 1<sup>st</sup> A., and replace with the following text, “Knee walls (walls 18-36 inches high) and a 10 foot-wide landscaping strip shall be located at the street-facing property line to define the property edge and provide a screen where parking or service areas are located. They are not required to define public outdoor space.”
  - b. Amend text for 5.6.6 2<sup>nd</sup> A. to say, “Freestanding walls and fences within 20 feet of the property line adjacent to a public right-of-way, excepting walls required to screen outdoor storage, shall not exceed 3 feet in height above grade.”
  - c. Delete 5.6.6.B, C, D, E, and F.
  - d. Remove illustration 5.p.
53. On pages 5-43 and 5-44, Section 5.6.7, Service Loading and Outdoor Storage Screening, amend as follows:
- a. Remove 5.6.7.B
  - b. Amend 5.6.7.D to say, “Mechanical equipment located on a roof shall be screened from view ~~by parapet walls at least equal to the width and height of the equipment and shall be made of the same materials as the principal building.~~”



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- c. Amend 5.6.7.E to say, “Service and loading ~~and emergency service~~ lanes shall be designed as part of site circulation and shall not use dedicated lanes that add imperious surface.”
54. On page 5-44, Section 5.6.8, Lighting, amend as follows:
- a. Amend 5.6.8.A.2 to say, “Building mounted lighting shall be mounted between 7 feet and 15 feet above grade or no higher than 7 feet above the floor of a stoop or porch.”
  - b. Amend the first sentence of 5.6.8.A.3 to say, “All lots abutting alleys shall provide exterior lighting fixtures within 5 feet of the alley right-of-way to illuminate the alley.”
  - c. Remove 5.6.8.A.4 and replace with the following regulation, “Parking structures shall have a lighting plan that provides sufficient lighting to eliminate dark spaces within and immediately adjacent to the structure.”
  - d. Amend 5.6.8.A.5 to say, “No flashing, traveling, animated or intermittent lighting shall be visible on the exterior of the building used.”
55. On pages 5-44 and 5-45, Section 5.6.9 Signage amend as follows:
- a. Remove 5.6.9.A.3 “~~Signs advertising alcoholic beverages shall be located inside buildings and may not be greater than 4 square feet in area.~~”
  - b. Amend 5.6.9.A.4 to say, “Signage that is on a mixed use development property or abuts or is across the street or alley from property that is zoned for or developed with residential housing uses shall not be illuminated.”
56. Add a new section for utilities before the BUILDING DESIGN sections that includes the following language: “All screening and vegetation surround ground-mounted transformers and utility pads shall allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for access and to ensure work crew and public safety during maintenance and repair.”
57. On pages 5-45 and 5-46, BUILDING DESIGN, Sections 5.6.10 and 5.6.12 amend as follows:
- a. Remove 5.6.10.A., B. and C., Building Materials and replace with the following regulations. “A. A minimum of 75% of the building façade shall be made of primary building materials. B. The following materials are prohibited as primary building materials: 1) Standard unfinished or painted CMU block, 2) Unfinished or painted corrugated sheet metal, and 3) Wooden sheet material. Standard unfinished or painted CMU block and unfinished or painted corrugated sheet metal may be used as secondary materials or trim.”
  - b. Remove subsections A. and B of Section 5.6.12 Building Articulation and replace with the following regulation. “A. Building facades facing streets (not including alleys) or a public outdoor space as described in Section 5.6.5 of the Plan shall change in height, setback or material a minimum of every 25 feet.”
  - c. Renumber subsection “C.” of Section 5.6.12 Building Articulation as “B.”
  - d. Amend the new 5.6.12.B.3 to say, “~~Multiple~~ Entrances with entry treatments distinct from the building façade – recessed or protruding”
  - e. Add “5.6.12.B.6 Multiple entrances for buildings with multiple first floor tenants.”
  - f. Remove figure 5.q.

58. On pages 5-46 and 5-47, Section 5.6.13 Building Orientation/Entrances, amend as follows:
- In Section 5.6.14.D., first sentence, remove the words “as illustrated below”.
  - Remove the text for Section 5.6.14.A. and replace with the following regulation: “A primary accessible entrance for every building excepting courtyard buildings where primary entrances may face a central courtyard, shall directly face a street, excepting an alley.”
  - Remove the text for Section 5.6.14.D.1. and replace with the following regulation: “Drive-up facilities (pick up windows, ordering panels, gas pumps) shall be screened from abutting lots and the public right-of-way, excepting alleys, by a masonry wall and landscaping. The wall shall be a maximum of 3 feet high on all sides where access is not needed.”
  - Remove the text for Section 5.6.13.D.2. and replace with the following regulation: “No portion of queuing lanes, access lanes or driveways shall be located within 40 feet of the street facing facades of a building or between the building and the street, excepting an alley.”
59. On page 5-47, Section 5.6.14 Windows and Doors, amend as follows:
- Amend Section 4.6.14.A.1. to say, “For all building types except residential, industrial and institutional/civic a minimum of ~~50%~~ 40% of the area of the ground story between the sidewalk elevation and 9 feet in height above it shall be windows that are clear and allow light transmission between exterior and interior.”
  - Delete regulations 5.6.14.A.3 ~~“Horizontal dimensions of windows and doors shall not exceed vertical dimension.”~~ and 5.6.14.A.4. ~~“Doors and windows shall correspond to interior space and shall not span across floors.”~~
  - Amend 5.6.14.A.7 to say, “Windows over ~~40~~ 20 square feet shall be divided into multiple panes to enhance the building façade.”
  - Remove the text for 5.6.14.A.7 and replace with the following regulation: “Industrial buildings with less than 25% of the ground story between sidewalk elevation and 9 feet in height above it covered by clear, light transiting windows, shall line the street sides of the building with liner buildings or shall screen the blank portions of these building sides with landscaping. Streets do not include alleys.”
  - Amend the first sentence of 5.6.14.B.2 to say, “Display windows on the ground floor of all building facades facing parks, plazas, and streets, excepting alleys, ~~parks and plazas~~ covering a minimum of 50% and a maximum of 80% of the surface area.”
60. On pages 5-48 and 5-49 PUBLIC RIGHT-OF-WAY DESIGN, Section 5.6.15 Central Avenue Street Design, amend as follows:
- Remove the second and third sentences of 5.6.15.A.: ~~“Regulations for the Roadway Realm shall apply to public projects. Central Avenue shall be redesigned as a major transit corridor as indicated in the Great Streets Facility Plan, April 2009 draft.”~~
  - Delete all of 5.6.15.B. Roadway Realm Design.
  - Amend 5.6.15.C.1.a. to say, “Public Utility easement Width (PNM and others) shall be a ~~minimum~~ maximum of 10 feet.”

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- d. Amend 5.6.15.C.1.b to say, “Edge Zone shall be a minimum of 2 feet wide to accommodate parking meters, regulatory signs and way-finding signs. The edge zone may include landscaping.”
  - e. Amend the text of the first bullet under 5.6.15.C.1.c. to say, “Street trees shall be a maximum height of 25 feet at maturity if under utility wires ~~or up to 45 feet high in vertically unconstrained areas.~~”
  - f. Amend the text of the last bullet under 5.6.15.C.1.d. to say, “When possible, ADA ramps shall be ~~directional~~ perpendicular to the curb.”
61. On page 6-1, Section 6.1 Introduction, third paragraph, amend as follows: Remove the last sentence and replace with the following text: Design regulations are found in Chapter 5 of this Plan.
62. On pages 6-2 and 6-3, Section 6.3 Bicycle Network Recommendations, amend as follows:
- a. Repeat Figure 4.dd: 2009 Bicycle Network found on page 4-29 to accompany Figure 6.a: Bicycle Network Proposals.
  - b. On Figure 6.a, remove the symbol for proposed trail on Eubank Boulevard between Central and Interstate 40 and replace with a symbol for corridor.
  - c. On Figure 6.a, add a symbol for trail entrances and place on all trail entrance locations.
  - d. Rename Section 6.3.1 Bicycle Boulevards/~~Traffic Calming~~
  - e. In Section 6.3.1, add the following paragraph after the third paragraph: “Bicycle Boulevards have the potential to disrupt local traffic circulation and divert vehicles to alternative routes. When the City considers implementing the Plan’s recommendations, there should be a focused effort to reach out to affected property owners through a public participation process. Bicycle Boulevard implementation should be thoroughly studied to achieve optimum performance.”
  - f. In Section 6.3.5 Trail Maintenance, add a sentence after the second sentence to say, “Invasive tree removal should also be a part of bicycle trail maintenance.”
63. On page 6-5, Section 6.5.1 Central Avenue Major Street Intersections, amend as follows:
- a. First bullet, Central Avenue/Eubank Boulevard Intersection, add a brief description of the parameters of this project.
  - b. Add a third bullet, “Central Avenue/Tramway Boulevard Intersection: This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection to improve safety and efficiency for motorists, cyclists and pedestrians.”
64. On page 6-6, Section 6.5.4 Southern Avenue Project, remove the third paragraph discussing Britt Street and insert a brief discussion about the need to signalize the Elizabeth Street/Central Avenue intersection.
65. On pages 6-8 and 6-9, Section 6.5.6 Pedestrian Street Crossing Improvements, amend as follows:
- a. On page 6-8, amend second bullet to say, “Street crossing redesign at all signalized intersections ~~using the draft Great Street Facilities Plan for guidance~~”

- b. Delete Figure 6.f: Median Refuge and Striped Pedestrian Crossing.
66. On pages 6-10 through 6-12, Section 6.5.7 Traffic Calming, amend as follows:
- a. Remove all text starting with “Visual and Physical Techniques to Narrow a Street” on page 6-10 through the paragraph under “Mini-roundabouts” on page 6-11. Move this information to the Plan Appendices.
  - b. Insert a first sentence in the last paragraph on page 6-11 to say, “Chico Road, Skyline Road and Singing Arrow Avenue: The Plan recommends that all three streets be designated and designed as Bicycle Boulevards.”
  - c. Remove illustration on page 6-12 and move to the Plan Appendices.
67. On pages 7-1 and 7-2, Chapter 7 - The Plan- Parks and Major Public Open Space, amend as follows:
- a. Remove the second sentence following Goal 5 in Section 7.2 Plan Goal Addressed by Recommendations and replace with the following sentence, “This Plan recommends the City consider development of additional neighborhood parks for East Gateway neighborhoods that are not served by easily accessible parks.”
  - b. On page 7-1, Section 7.3 Recommendations, Parks, amend the second bulleted statement at the end of the page to say, “Expand Park Uses at Singing Arrow Park: Protect, but develop the archeological site with natural vegetation, carefully placed trails, interpretive signage, and outdoor ~~furniture~~ furnishings.”
  - c. On page 7-2, amend the last sentence of third bulleted paragraph and add two more sentences to say, “If these sites are not appropriate, ~~secure another site~~ consider other sites to provide recreation and visual relief for local residents, employees and shoppers. Funding will be required for acquisition and development. No funding sources were available at the time of Plan adoption.”
68. On page 8-3, “Fire, Additional Fire Station”, remove the final sentence and replace with the following sentences: “The Fire Department determines where Fire Stations will be located using Fire Department criteria. The Juan Tabo Hills site will be studied by the Albuquerque Fire Department to determine if it meets community needs.”
69. On page 9-1, Chapter 9-The Plan-Programs and Policies, amend as follows:
- a. Rename the Chapter, “Recommended City Actions”
  - b. On page 9-1, remove the phrase “at least every two years” from the second bullet “Housing, Zoning and Building Code Enforcement” under “Safe Attractive Residential Neighborhoods and Rental Housing” and from the bullet “Zoning and Building Code Enforcement” under “Attractive Businesses”.
  - c. On page 9-2, remove the text under Section 9.2 Recommendations, Four Hills Village Road, Vehicular Access Control Policy, and replace with the following recommendation: “This Plan recommends that the City Council introduce a resolution that prohibits roadways that expand the area currently served by Four Hills Road. This prohibition should not limit emergency access to the Four Hills area or bicycle and pedestrian trail, lane or route access.”

70. On pages 10-1 through 10-7 amend as follows:
- a. Change the "Timing (estimated)" column subheadings from "0-4 years, 5-8 years and 9+ years" to "high priority, medium priority, and low priority".
  - b. Amend the charts to reflect amended project recommendations made to previous chapters.
  - c. Include cost estimates developed by DMD where possible.
  - d. On page 10.3, add DMD as an Agency to "Manzano Mesa Park Development".
  - e. On page 10.4, add DMD as an Agency to the first two items.

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Frank Bushman, Willow Wood N.A., 11101 Jewel Cave SE, Albuquerque, NM 87123  
Jennifer Broderich-Anderson, Willow Wood N.A., 1005 Chiricahua St. SE, Albuquerque, NM 87123  
Victor Valdez, Winterwood Park H.O.A., 13735 Winterwood Way SE, Albuquerque, NM 87123  
Holle Baskett, Winterwood Park H.O.A., 13803 Winterwood Way SE, Albuquerque, NM 87123  
Geneiva Meeker, East Gateway Coalition, 1423 Wagontrain Dr. SE, Albuquerque, NM 87123  
Ken Murphy, 11804 Medicine Bow SE, Albuquerque, NM 87123  
Ken Maestas, 414 Silver SW, Albuquerque, NM 87102  
Tom Leggett, 1925 Buffalo Dancer Trail, Albuquerque, NM 87112  
Jim Alsup, 600 Posada Ct., Albuquerque, NM 87123  
George Argyres, 6929 Rio Grande Blvd., Albuquerque, NM 87107

***Attachments***

Two letters received since January 14, 2010

February 19, 2010 City letter

## ***CITY OF ALBUQUERQUE AGENCY COMMENTS RECEIVED SINCE JANUARY 14, 2010***

### ***CITY ENGINEER***

#### **Consolidated Comments for EPC Agenda of March 4, 2010**

##### **Transportation Development (City Engineer/Planning Department):**

- All figures, illustrations and text should be revised to reflect no building encroachments into the public right-of-way

##### **Hydrology Development (City Engineer/Planning Department):**

- The Hydrology Section has no adverse comments. However, no building should be allowed to encroach into the public R/W (Arcade, pg 5-37).

##### **Transportation Planning (Department of Municipal Development):**

- The Engineering Division of the Department of Municipal Development had previously recommended this case be continued to provide adequate time to review and comment. The Engineering and Traffic Engineering Divisions have completed our review and offer the following comments:

**1. Page 4-25, 4.6.2 Traffic Circulation:** The current traffic congestion will increase with a reduction in lanes to accommodate the proposed spot medians.

**Request:** Please revise.

**2. Page 4-28, 4.6.3 Cycling Network:** Attached is an excerpt from the adopted Long Range Bikeway System Map. Among the bikeway types (e.g. Route, Lane, Trail) designated within the boundaries of the proposed sector plan is a *corridor* designation on portions of Central Avenue, Eubank Boulevard and the extension of Elizabeth Street.

**Request:** Add the missing bicycle *corridor* designation on Central Avenue, Eubank Boulevard and Elizabeth Street to Figure 4.dd consistent with the adopted Long Range Bikeway System Map.

**3. Page 4-33, 4.8 Street Lighting:** Traffic Engineering supports a street lighting program to accommodate safe travel. Street lighting focuses on adequate lighting at intersections. Lighting to deter crime is addressed by a pedestrian lighting program by the property owners in an area at their expense.

**Request:** Please delete.

**4. Page 5-48, 5.6.15 Central Avenue Street Design, Section A:** In the second sentence, the Plan states, "*Regulations for the Roadway Realm shall apply to public projects.*" If a project is

initiated by the private sector, shouldn't the same regulations being applied to the public sector also apply to a private developer?

**Request:** Revise the text to apply the regulation to both public and private developer projects.

**5. Page 5-48, 5.6.15 Central Avenue Street Design, Section A:** In the third sentence, the Plan states, "*Central Avenue shall be redesigned as a major transit corridor as indicted in the Great Streets Facility Plan, April 2009 draft.*" If the draft Great Streets Facility Plan has no standing, is this an enforceable regulation? What if the Great Streets Facility Plan is never adopted?

**Request:** Incorporate the pertinent passages from the draft Great Streets Facility Plan into this Plan.

**6. Page 5-48, 5.6.15 Central Avenue Street Design, Section B:** Figure 5.s, Roadway Realm Design, includes on-street bicycle lanes. Why is there no reference to on-street bicycle lanes or some other bikeway improvement in the text of the Plan? Recall, Central Avenue is designated a *Bicycle Corridor* on the adopted Long Range Bikeway System Map, which means, while the specific designation (e.g. Route, Lane, Trail) has not yet been determined, a bikeway improvement of some type is proposed. (Reference comment 2.)

**Request:** Add a provision for a bikeway facility in the text under section B to be consistent with figure 5.s.

**7. Page 5-48, 5.6.15 Central Avenue Street Design, Section B. 1.b:** Vehicle Lanes - Reference to a maximum 10-foot wide lane is acceptable only if the measurement DOES NOT include the curb and pan.

**Request:** Please change to 12' lanes width.

**8. Page 5-49, 5.6.15 Central Avenue Street Design, Section B. 2:** Speed Limit - Proposing a maximum of 35 mph or 30 mph for this stretch of road would not help congestion. Currently the posted speed limit is 35 mph and 40 mph on this stretch.

**Request:** Please delete.

**9. Page 6-2, 6.3.1 Bicycle Boulevards/Traffic Calming:** Bicycle Boulevards are unlike any other type of bicycle facility. They provide a safe bicycling environment like the other bicycle facility types. However, a properly implemented Bicycle Boulevard has the potential to disrupt local traffic circulation throughout an entire corridor and negatively effect access to commercial property by diverting vehicles to alternate routes. Neighborhood participation is a necessity for this designation to be considered. There should be a focused effort of public outreach along these corridors so that the residents and businesses in these corridors are aware of the ramifications of a Bicycle Boulevard designation. The application of a Bicycle Boulevard will not work in some circumstances and should be thoroughly studied in order to achieve optimum performance.

**Request:** Add the above paragraph to the Plan. The Plan should also include the condition that further public involvement with the property owners along a proposed Bicycle Boulevard will be conducted before formally designating the route a Bicycle Boulevard.

**10. Page 6-2, Figure 6.a, Bicycle Network Proposals:** Figure 6.a proposes the addition of on-street bicycle lanes on the segment of Eubank Boulevard from Central Avenue to I-40. As noted in comment number 2, this segment of Eubank is designated a *bicycle corridor* on the adopted Long Range Bikeway System Map. Because of Eubanks close proximity of the adjacent development,



the acquisition of additional rights-of-way to construct the on-street bicycle lanes would likely be very costly and could significantly impact those adjoining businesses. Until the feasibility of adding bicycle lanes can be determined, it is recommended that the segment of Eubank from Central to I-40 be shown on Figure 6.a as a bicycle corridor.

**Request:** Change the bikeway designation shown in Figure 6.a for Eubank Boulevard, from Central Avenue to I-40, from a proposed bicycle lane to a bicycle *corridor*.

**11. Page 6-3, 6.3.2 Arterial Street Crossing Safety Improvements:** With regard to the proposed signal at Central and Elizabeth, Traffic Engineering has completed a signal analysis for the subject intersection according to warrants for a traffic signal installation specified in the MUTCD on previous occasions in 2003, 2008, and most recently in July 2009. The intersection did not warrant a signal.

**Request:** Please delete or change to “an additional traffic signal at this location is subject to meeting the minimum criteria as described in the Manual for Uniform Traffic Control Devices (MUTCD).”

**12. Page 6-3, 6.3.2 Arterial Street Crossing Safety Improvements:** The second paragraph states, “*The Plan also recommends that the City evaluate arterial street crossings for each East Gateway bicycle route, boulevard, lane, and trail to determine the appropriate type of safe crossing features needed; then program, fund and install them.*” It’s not clear if the street crossings referenced in this paragraph are limited to those shown in Figure 6.a. The confusion arises from the references to *route*, *lane* and *trail* in the text. As shown in Figure 6.a, the four (4) crossings are all on bicycle boulevard facilities.

**Request:** Clarify specifically in Figure 6.a and the accompanying Plan text, the location and scope of each of the crossing improvements.

**13. Page 6-3, 6.3.4 Trail Entrances:** The first sentence states, “*To increase personal safety, the Plan proposes that the City evaluate all East Gateway trail entrances for cyclist safety and then plan and implement improvements to make entrances highly visible from adjoining properties or public rights-of-way.*” Again, it is not clear from the Plan where these trail entrance improvements are located and the scope of the improvements envisioned.

**Request:** Clarify specifically in Figure 6.a, and the accompanying Plan text, the location and scope of each of the trail entrance improvements.

**14. Page 6-6, 6.5.4 Southern Avenue Project:** The third paragraph states, “*The Plan also recommends evaluating whether Britt Street (just east of Eubank Boulevard) should be widened where it exists between Central Avenue and Acoma Street and extended south to intersect with Southern Avenue to improve transportation route options in this area.*” Consideration should be given to deleting this paragraph from the Plan. The impacts versus the benefits of such an improvement do not seem well balanced. We feel similar benefits could result from enhancements to Elizabeth Street between Central to Southern, particularly with the addition of the traffic signal that is proposed at Central and Elizabeth.

**Request:** Revise the third paragraph from this section of the Plan by removing the reference to Britt Street, and propose adding a similar enhancement to Elizabeth Street between Central and Southern.

**15. Page 6-8, 6.5.6 Pedestrian Street Crossing Improvements:** Traffic Engineering supports pedestrian crosswalks at controlled intersections only. The suggestion of a mid-block crossing as shown figure 6.f is not supported by the City and can be very dangerous.

**Request:** Please Delete.

**16. Page 6-8, 6.5.6 Pedestrian Street Crossing Improvements:** The second bullet in the first paragraph states, "*Street crossing redesign at all signalized intersections using the draft Great Street Facilities Plan for guidance.*" Again (Reference above comment 5), this Plan should incorporate the specific guidance from the Great Streets Facilities Plan rather than referencing an unapproved draft plan.

**Request:** Incorporate the pertinent passages from the draft Great Streets Facility Plan into this Plan.

**17. Page 6-11, 6.5.7 Traffic Calming, Chico Road and Skyline Road:** The text on page 6-11 indicates that both Chico and Skyline are wide enough to accommodate on-street bicycle lanes. Why are on-street bicycle lanes being proposed on Skyline Road? The proposed bikeway improvements shown in Figure 6.a (Page 6-2) indicate that a bicycle boulevard, not bicycle lanes, is recommended on Skyline Road.

**Request:** Clarify in the Plan whether the proposed improvement for Skyline Road is a bicycle boulevard or on-street bicycle lanes.

**18. Page 10-1, 10.1 East Gateway Project and Policy Recommendations:** Planning-level cost information needs to be added to the table. For each project, there is a note in the cost column (Forth column from the left) that states *See Note*. However, there is no explanation of what this note means. Having reliable cost information is a critical element in the process of making a case for the programming of capital funds for these projects. These costs should include not only the cost of the construction or implementation of the project, but also, the cost of developing the project (e.g. preliminary engineering, design, construction management, testing & survey, contingencies, NMGRT).

**Request:** Complete the table by adding planning-level cost estimates for each project.

**19. Page 10-1, 10.1 East Gateway Project and Policy Recommendations:** Consider revising the timing scheme (i.e. 0-4 years, 5-8 years, 9+ years) for the implementation of each project to a priority ranking scheme of high, medium and low. The use of the proposed timing scheme is meaningful only in the early days of the adopted Plan. A number of years from now, each of these timeframes will begin to meld together, making the understanding of project need more difficult to document. From the standpoint of programming capital funds, the priority ranking scheme is more realistic given the number of years that are typically required to assemble the necessary City, State or Federal capital funds. In the case of a 5 million to 10 million dollar project, the programming can take as long as a decade to complete.

**Request:** Revise the timing scheme (i.e. 0-4 years, 5-8 years, 9+ years) for determining project need to a high, medium, low-priority ranking scheme.